STATE ROUTE 120

TRANSPORTATION CONCEPT REPORT

CALTRANS DISTRICT 10
OFFICE OF SYSTEM PLANNING
March 2005

APPROVAL RECOMMENDED:

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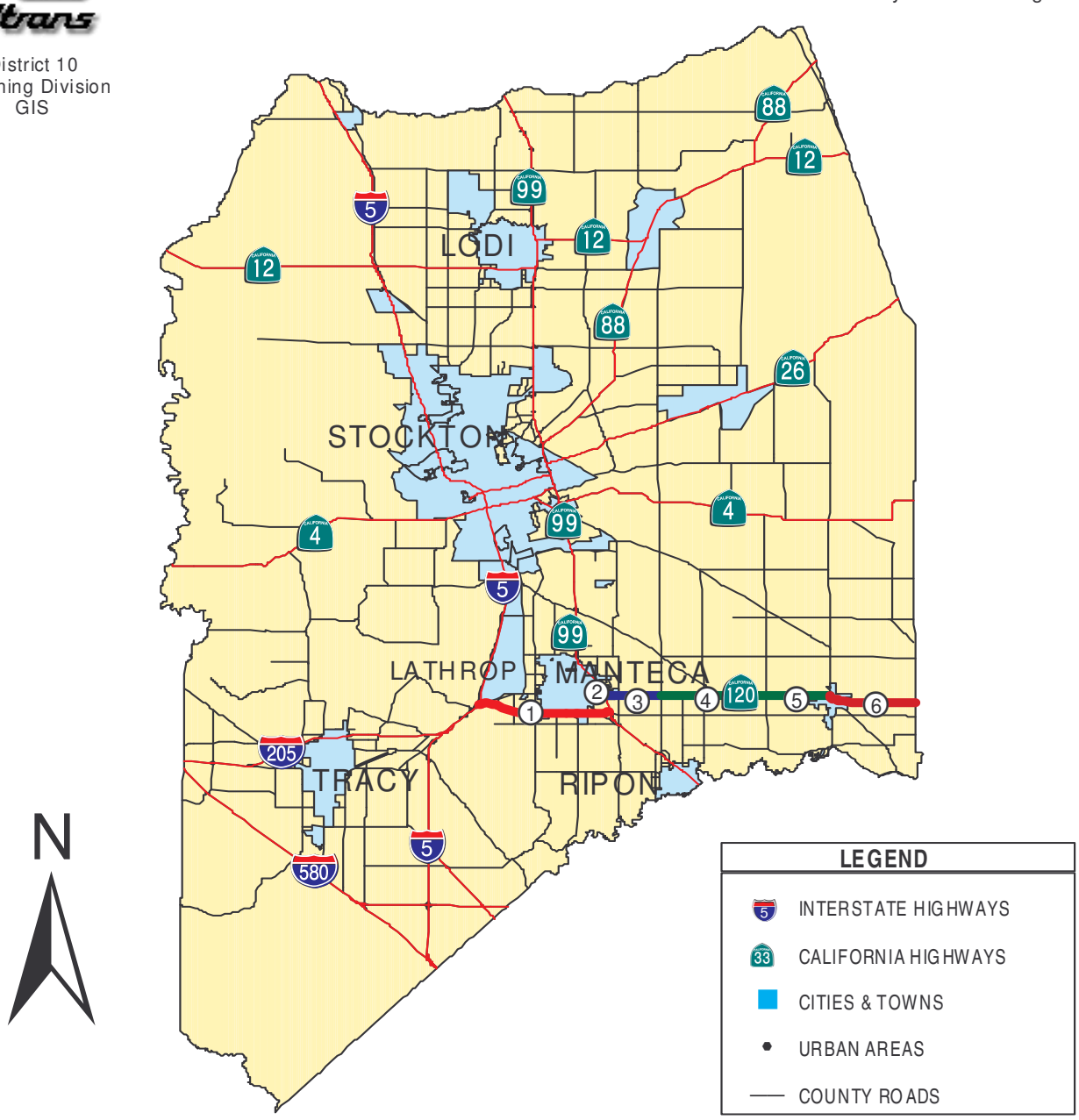
STATE ROUTE 120
TRANSPORTATION CONCEPT REPORT
Segmentation Map - San Joaquin County

Department of Transportation
District 10
Office of System Planning

District 10
Planning Division
GIS



EXECUTIVE SUMMARY

SEG	PM/KP	LOCATION	2002 LOS	CURRENT FACILITY	2025 LOS W/O IMPROVEMENT	2025 LOS CONCEPT	2025 CONCEPT FACILITY
1	0.00-6.87/ 0.00-11.06	Jct. I-5 to Jct. SR-99 south	D	4-lane Freeway	F	D	8-lane Freeway w/ possible HOV lane
2	6.20-6.83/ 9.98-10.99	Jct. SR-99 north to Austin Road	F	2-lane conventional with continuous left turn lane	F	D	*6-lane conventional with left turn lanes
3	6.83-11.64/ 10.99-18.73	Austin Road to French Camp Rd.	E	2-lane conventional with left turn lanes	F	C	*4-lane conventional with left turn lanes
4	11.64-15.86/ 18.73-25.52	French Camp Road to Brennan Rd.	E	2-lane conventional with left turn lanes	F	C	*4-lane conventional with left turn lanes
5	15.86-18.69/ 25.52-30.08	Brennan Rd. to Harrold Ave in Escalon	E	2-lane conventional with left turn lanes	F	D	*4-lane conventional with left turn lanes
6	18.69-21.18/ 30.08-34.08	Harrold Ave to Stan Co. Ln.	E	2-lane conventional with left turn lanes	F	C	*4-lane conventional with left turn lanes

*2-4 lane expressway on new alignment (as included in San Joaquin RTP).

Department of Transportation
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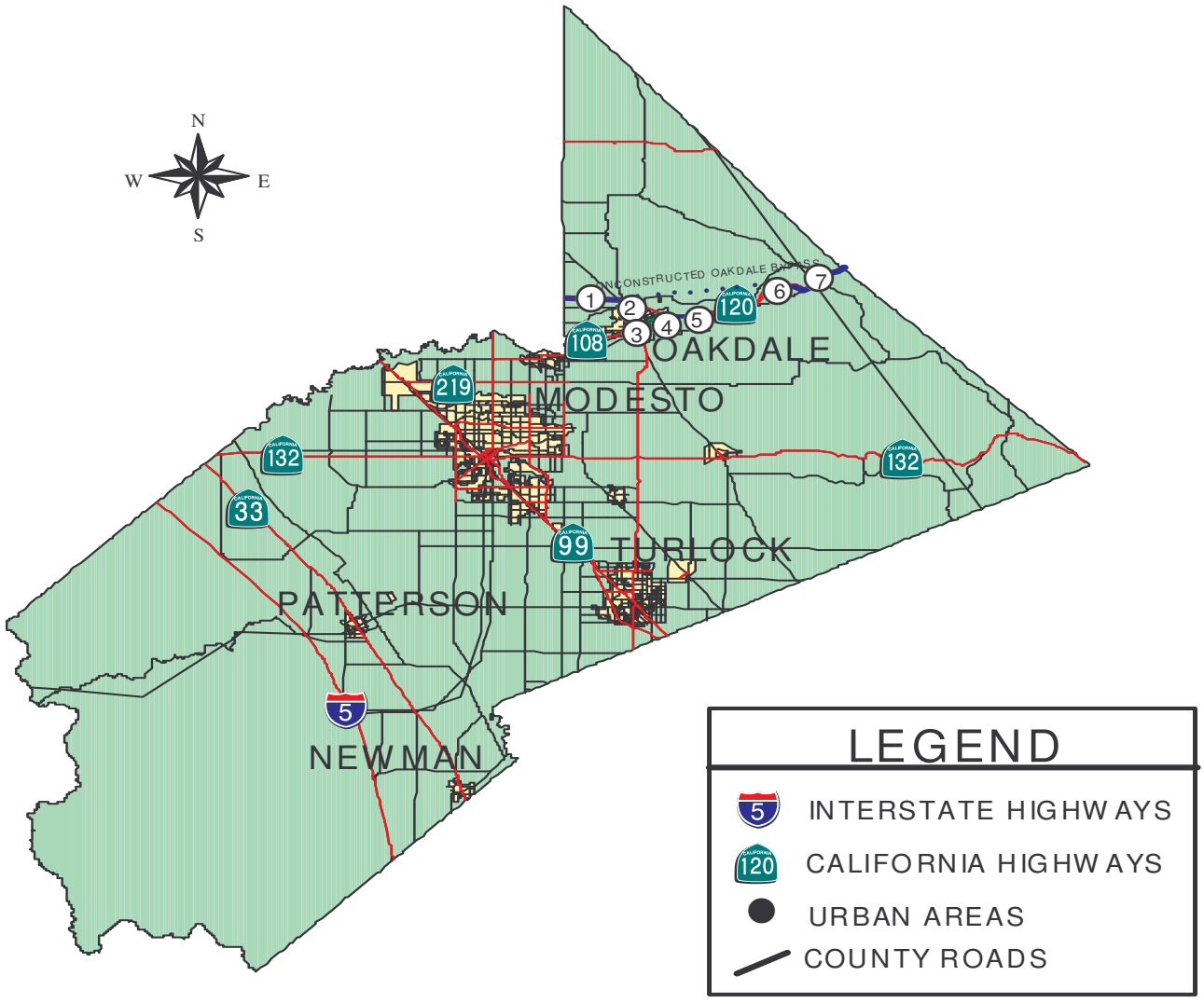
STATE ROUTE 120
TRANSPORTATION CONCEPT
Segmentation Map - Stanislaus County



EXECUTIVE SUMMARY

SEG	PM/KP	LOCATION	2002 LOS	CURRENT FACILITY (NON-PROGRAMMED)	2025 LOS W/O IMPROVEMENTS	2025 LOS CONCEPT	2025 CONCEPT FACILITY
1	0.00-3.16/ 0.00-5.08	San Joaquin Co. Ln. to Valley Home Road	D	2-lane expressway with left turn lanes	F	C	4-lane expressway with left turn lanes
2	3.16-4.26/ 5.08-6.86	Valley Home Rd. to Stanislaus River	F	2-lane conventional with left turn lanes	D	C	*2-lane expressway with left turn/passing lanes
3	4.26-5.12/ 6.86-8.24	Stanislaus River to Jct. SR-108	F	2-lane conventional with left turn/passing lanes	D	C	*2-lane expressway with left turn/passing lanes
4	5.12-6.04/ 8.23-9.71	Jct. SR-108 to Maag	F	4-lane conventional with left turn lanes	D	C	*2-lane expressway with left turn/passing lanes
5	6.04-8.86/ 9.72-14.26	Maag to Orange Blossom Road	F	2-lane conventional with left turn/passing lanes	D	C	*2-lane expressway with left turn/passing lanes
6	8.86-14.26/ 14.26-22.95	Orange Blossom Rd. to 2 miles east of Lancaster Rd	E	2-lane conventional with left turn/passing lanes	D	C	*2-lane expressway with left turn/passing lanes
7	14.26-18.16/ 22.95-29.22	2 mi east of Lancaster Rd to Tuo Co. Ln.	F	2-ln conventional/expressway with left turn/passing lanes	F	C	4-lane expressway with left turns/lanes

*4-lane (as included in Stanislaus RTP)

STATE ROUTE 120
TRANSPORTATION CONCEPT REPORT
Segmentation Map - Tuolumne County

Department of Transportation
District 10
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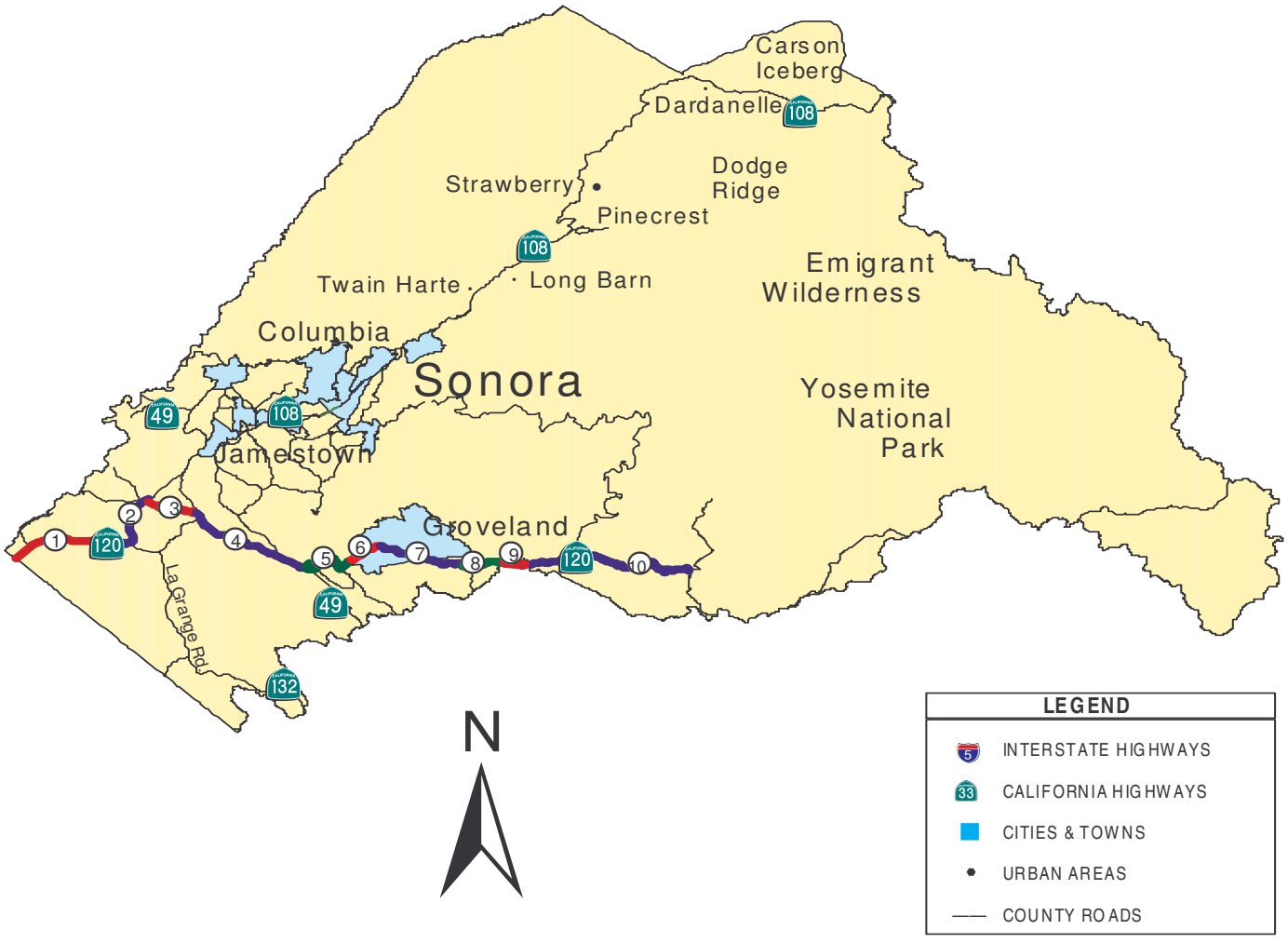


EXECUTIVE SUMMARY

SEG	PM/KP	LOCATION	2002 LOS	CURRENT FACILITY	2025 LOS W/O IMPROVEMENT	2025 LOS CONCEPT	2025 CONCEPT FACILITY
1	0.00-7.21/ 0.00-11.60	Stanislaus Co. Ln. to Green Springs Road	E	2-lane expressway	E	C	4-lane expressway with left turn lanes
2	7.21-12.08/ 11.60-19.44	Green Springs Rd. to East Jct. SR-108	E	2-lane expressway with left turn lanes	E	C	4-lane expressway with left turn lanes
3	12.08-15.52/ 19.44-24.98	East Jct. SR-108 to Montezuma Rd., N.Jct. SR-49	C	2-lane conventional	C	C	2-lane conventional with left turn/passing lanes
4	15.52-23.90/ 24.98-38.46	Montezuma Rd., N Jct. SR-49 to South Jct. SR-49	C	2-lane conventional	D	C	2-lane conventional with left turn/passing lanes
5	23.90-30.32/ 38.46-48.79	South Jct. SR-49 to Wards Ferry/Big Oak Roads	C	2-lane conventional with turnouts	D	C	2-lane conventional with left turn/passing lanes & turnouts
6	30.32-32.55/ 48.79-52.38	Wards Ferry/Big Oak Roads to Ferretti Rd. in Groveland	D	2-lane conventional	E	D	*2-lane conventional with left turn/passing lanes
7	32.55-38.90/ 52.38-62.60	Ferretti Rd. to Hells Hollow Road.	C	2-lane conventional	D	C	2-lane conventional with left turn/passing lanes
8	38.90-41.52/ 62.60-66.81	Hells Hollow Road to Mariposa Co. Ln.	C	2-lane expressway	D	C	2-lane expressway with left turn/passing lanes
9	41.52-43.75/ 66.81-70.41	Tuolumne Co. Ln. west to Tuolumne Co. Ln. east	C	2-lane expressway	D	C	2-lane expressway with left turn/passing lanes
10	43.75-56.51/ 70.41-90.94	Mariposa Co. Ln. to Yosemite National Park	C	2-lane expressway	D	C	2-lane expressway with left turn/passing lanes

*2-lane expressway on new alignment (as included in Tuolumne RTP).

Transportation Concept Report
State Route 120

STATEMENT OF PLANNING INTENT

System Planning is Caltrans' long-range transportation planning process and is conducted pursuant to Government Code Section 65086(a), and Caltrans policy. The multi-jurisdictional system planning process is multi-modal and considers the entire transportation network, including rail, air, ferries, mass transit, state highways, and local streets and roads. System Planning is used to identify and prioritize future transportation improvements in cooperation with its planning partners. As part of the continuing, cooperative, and comprehensive transportation planning process, System Planning strives for interregional and statewide continuity of the State's transportation network.

PURPOSE OF THE TRANSPORTATION CONCEPT REPORT

System Planning produces three interrelated planning documents that provide guidance, evaluate transportation corridors, and develop system improvements. The three planning documents are:

Transportation Concept Report

The Transportation Concept Report (TCR) is a system planning document and tool which includes an analysis of a transportation corridor. It establishes a 20-year concept that is consistent with the District's goals as set forth in the District System Management Plan (DSMP). The TCR establishes the future concept of Level of Service (LOS) for segments along the route and broadly identifies the nature and extent of the improvements needed to attain that LOS. Operating conditions for each corridor are projected for 10-year and 20-year horizons. Beyond the 20-year planning period, the TCR identifies the Ultimate Transportation Corridor (UTC) to ensure that adequate right-of-way is preserved for future ultimate facility projects. While the 10-year and 20-year plans consider funding issues, the UTC does not.

The objective of the TCR is to have local, regional, and state consensus on route or corridor concepts, improvement priorities, and planning strategies. This document provides concept information only and does not determine policy. TCRs are updated as needed, as conditions change, or as new information is obtained.

Transportation System Development Program

The Transportation System Development Program (TSDP) is the Department's principal document for identifying state highway improvements that are recommended to go forward into further study and inclusion into regional transportation plans and programs and ultimate consideration in future programming cycles. It includes components for both a recommended plan and a cost constrained plan, and categorizes improvements into two time frames, occurring within 20 years and occurring after 20 years.

District System Management Plan

The DSMP is a strategic and policy planning document for the District's transportation system and communicates the broad transportation system concept and improvement strategies for the district over the next 20 years. It is developed in partnership with Caltrans, regional and local agencies, Native American governments, and the public. The DSMP serves as the foundation for the TCR and TSDP.

These reports are prepared by Caltrans staff in cooperation with the regional and local agencies which have jurisdiction within this corridor.

ROUTE DESCRIPTION

State Route 120 (SR-120) begins at Interstate 5 (I-5) in San Joaquin County and ends at its junction with U.S. Route 6, in Mono County, near the Nevada State line. In District 10, it crosses San Joaquin, Stanislaus, Tuolumne and Mariposa counties. The route also crosses through Yosemite National Park under the jurisdiction of the National Park Service.

Route Designation

SR-120 is included in the California Freeway/Expressway System and the National Networks for Surface Transportation Assistance Act (STAA) trucks to south junction SR-49. It is part of the National Highway System (NHS) and the Interregional Road System (IRRS). It is a High Emphasis route but not a Focus route in the IRRS. The inclusion of the highway in the High Emphasis category highlights its critical importance to interregional travel and the State as a whole.

Projects to build new highways or add capacity to existing highways are funded through the State Transportation Improvement Program (STIP). Legislation approved in 1998 (Senate Bill 45) specifies that Regional Transportation Planning Agencies such as the San Joaquin Council of Governments (SJCOG), will have decision-making authority over 75% of STIP funds, while the State makes funding decisions for the remaining 25% of the funds.

Purpose of Route

SR-120 is functionally classified as a Principal Arterial. It is a critical interregional route serving the increased traffic demands created by the high population growth rate in the northern San Joaquin Valley. Throughout the Sierra Nevada, it is a major connector route to SR-108 and SR-49 and a gateway to major recreational centers, entrances into sub-regions of the State and Yosemite National Park. SR-120 between I-5 and SR-99 is a freeway and provides a major branch connector between three major interregional routes, I-205, I-5 and SR-99.

ROUTE CONCEPT SUMMARY / RATIONALE and CONSIDERATIONS

The route concept is comprised of two factors:

1) The minimum LOS tolerable for peak hour conditions
2) The type of facility necessary to provide the concept LOS
   (Refer to Appendix 2 for LOS definition)

State Route 120 Concept/Rationale

The IRRS is a series of interregional state highway routes outside urbanized areas that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. The concept LOS for an IRRS route in rural areas is "C" and "D" in urban and developing areas. The concept LOS for routes that are not on the Interregional Road System is "D."

SR-120 is a commuter route but is mixed with recreational traffic on holiday, weekends, and during the summer season; therefore, traffic volumes are greatly intensified.

STATE ROUTE 120 CONSIDERATIONS

Context Sensitive Solutions

Caltrans uses "Context Sensitive Solutions" as an approach to plan, design, construct, maintain and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.

Context sensitive solutions meet transportation goals in harmony with community goals and natural environments. This requires careful, imaginative, early planning, and includes continuous community involvement.

The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and

evaluating options. When considering the context, issues such as community values, funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, impact on safety, relevant laws, rules, and regulations all must be addressed.

In towns and cities across California, the State highway may be the only through street or may function as a local street. Communities desire their main street be an economic, social, and cultural asset, as well as provide for the safe and efficient movement of people and goods. In urban areas, communities want transportation projects to provide opportunities for enhanced non-motorized travel, and have desirable visual quality. In natural areas, projects can fit aesthetically within the surroundings by including contour grading, aesthetic bridge railings, and special architectural and structural elements. Addressing these needs will assure that transportation solutions meet more than transportation objectives.

For further information regarding context sensitive solutions, you may refer to the Caltrans' booklet called "Main Streets: Flexibility in Design and Operations" that was published in 2002. This booklet emphasizes Caltrans' commitment to the production of transportation projects that make state highways that happen to be local main streets more walkable and livable. It is a manifestation of a trend that is sweeping rapidly across America – and across California. To view online: http://www.dot.ca.gov/hq/oppd/guidance.htm or to obtain a copy, contact Caltrans publication staff at (916) 323-5606 or (916) 445-3520 or write to: California Department of Transportation, Publication Distribution Unit, 1900 Royal Oaks Drive, Sacramento, CA 95815-3800.

Safety Conscious Planning

Safety conscious planning is incorporated into all planning processes, and complements context sensitive solutions. As in most projects, a need is established before a project can be considered to build. Congestion, above statewide average accident rates, LOS, narrow roads, poor alignments, roadway surface conditions, and operational deficiencies add to the need for safety improvements. The TCR can be a tool to proactively identify safety improvements. Suggested solutions should complement the surrounding environment and the needs of the people within. Sensitive solutions must be agreed upon by all who use these facilities.

Safety/Operational Improvements

Included on the Segment Fact Sheets for each segment is the Traffic Collision rate for that segment. This rate indicates the number of incidents per million vehicle miles traveled based on three years of data.

The State Highway Operations and Protection Program (SHOPP) is prepared in accordance with the Streets and Highway Code, and departmental policy for management of SHOPP, by the State Department of Transportation, and is approved by the California Transportation Commission (CTC). SHOPP improvements are limited to maintenance, safety, and operational improvements that do not add capacity to the system. Funding for these operational improvements compete on a statewide basis.

Signals

Signals are warranted based on traffic volumes, pedestrian traffic, interruption of continuous traffic and operation, peak hour delay and accidents. Currently, there are traffic signals in the communities of Manteca, Escalon and Oakdale.

Access Management

Access control is the regulation of public access to and from properties adjacent to highways. The primary purpose of access control is to increase the safety of the facility by controlling where vehicles enter, exit, or cross the highway. Controlling highway access also improves traffic operations and increases capacity. Access control is generally classified as full access control, partial access control, and access management.

Access management provides, or manages, access to adjacent property and other streets, while maintaining the traffic flow on the highway. Access management can limit deceleration requirements and remove turning vehicles from through traffic lanes. Access management techniques are most often applied to conventional highways.

One of the most beneficial techniques of Access Management is to limit the number of intersections and driveways along the highway. On highways where businesses develop without planning of driveway and intersection locations, interference from the roadside can become a major factor in reducing the capacity and increasing the potential for accidents. If access points are adequately spaced with respect to the traffic volumes, the highway can function more efficiently.

The route through the City of Manteca, east of SR-99, is the portion of the highway that mixes regional through-traffic with local traffic. This undivided portion is a 2-lane conventional highway with a center turning lane. This is an area were most access management techniques are most often applied. Other areas along the route are in Escalon, Oakdale and small communities along the route.

Oakdale Bypass

The Oakdale bypass is a 2-lane expressway from 0.1 mile, west of Valley Home Road, to 2.8 mile east of Lancaster Road. The purpose of the Oakdale bypass is to improve the flow of interregional traffic between the San Joaquin Valley and the Sierra Nevada.

The concept facility for the Oakdale bypass, segments 2 through 6, is based on the preferred (alternative 2A). The Ultimate Transportation Concept (UTC) for the Bypass, beyond our 20-year planning horizon, is a 4-lane freeway facility.

Trucks

Trucks account for 14% to 21% of Average Daily Traffic (ADT) on SR-120 in San Joaquin and Stanislaus Counties. In Tuolumne County, trucks account for 3% to 7% of ADT on SR-120.

In Tuolumne County, between Moccasin and Priest Grade (segment 5) the terrain is not suitable for 45-foot trucks. There are a few turnouts within this segment and no passing lanes. It has many horizontal curves, narrow lanes and shoulders which do not meet current design standards.

Planned and Programmed Projects

Planned Project(s)

PM	Description	Designation
SJ-0.0-7.15	Widen to 6 lanes from SR-99 to I-5	SJRTP
SJ-R1.328	Reconstruct interchange at Yosemite/Guthmiller	SJRTP
SJ-R2.29	Reconstruct interchange at McKinley Ave	SJRTP
SJ-R5.31	Reconstruct interchange at Main Street	SJRTP
SJ-R3.32	Reconstruct interchange at Airport Way	SJRTP
SJ-R4.11	Reconstruct interchange at Union Road	SJRTP
SJ-R0.49	Reconstruct interchange at I-5	SJRTP
R1.189-R5.555	Ramp Meters	Ramp Metering Plan
SJ-6.20-14.80	2-lane expressway on new alignment, SR-99 to Sexton Rd., includes SR-99/120 interchange	SJ RTP
SJ-6.20-14.80	2-lane expressway on new alignment, SR-99 to Sexton Rd., includes SR-99/120 interchange	SJRTP
SJ-14.80-19.70	2-lane expressway on new alignment Sexton Rd to Harrold	SJRTP
SJ-18.69-21.18	2-lane expressway on new alignment Harrold Ave to Stanislaus Co. Line	SJRTP
Stan-3.0-12.9	Widen to 4-lanes along existing Oakdale Bypass	StanRTP

Programmed Projects

PM	Description	Designation
SJ-6.3-6.7	Widening to 5 lanes	Locally Funded
SJ-6.4-7.0	Modify interchange at SR-99	SJRTP
Stan-3.0-R12.9	Oakdale Bypass, construct 2-lane expressway on new alignment, 0.1 mile west of Valley Home Rd. to 2.8 mile east of Lancaster Rd.	STIP

RIGHT-OF-WAY AND ENVIRONMENTAL ISSUES

Right-of-Way

Right-of-way is the property that Caltrans owns. It consists of the actual roadway, median, shoulders, and adjacent land to the roadway. Future widening improvements may require realignments, by-passes, or acquisition of additional right-of-way to meet our 20-year concept and UTC facility. In all cases where widening SR-120 is considered, the full range of right of way and environmental specialty studies will be required. These studies will include: cultural, biological, water quality, air quality, noise, socioeconomic, hazardous waste, visual and cumulative impacts of all projects along the corridor. In addition, where areas have been designated as a floodplain, assessments of the impacts of encroachments will be required. Any project to expand capacity along a Caltrans facility will require extensive environmental review to comply with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Therefore, planners and project managers should include sufficient time and resources for environmental review of these projects that will meet our future transportation needs on this facility.

Air Quality

San Joaquin Valley Air Basin

SR-120 is located in both the San Joaquin Valley Air Basin and the Mountain County Air Basin. The San Joaquin Valley Air Basin is defined by mountain and foothill ranges to the east and west. This area has been designated as a severe non-attainment area for ozone, non-attainment for particulate matter ten microns or less (PM-10), and as attainment area for carbon monoxide (CO). State and federal laws require that all State and regional transportation plans conform with the Environmental Protection Agency's (EPA) adopted State Implementation Plan (SIP) for air quality. Compliance with conformity laws mandate that adjacent non-attainment areas work together toward practical attainment strategies, such as the cooperation among the eight local Regional Transportation Planning Agencies (RTPAs) within the San Joaquin Valley, Caltrans and the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD).

Due to Valley-wide non-attainment, the eight RTPAs (three agencies in District 10) approved and signed a Memorandum of Understanding (MOU) in September 1992 to develop a comprehensive planning process. The RTPAs developed another MOU with the SJVUAPCD. The major focus of these comprehensive, planning agreements was to reduce emissions through the following measures:

- Development and analysis of transportation control measures that each county could reasonably implement.
- Identification of effective transportation models that would generate a consistent analysis and reporting base.

- Satisfaction of conformity requirements for State and federal funds, especially the Transportation Equity Act for the 21st Century (TEA-21) funds.

The participation of the Valley counties in the MOU is reflected in the updated San Joaquin County RTP submitted for current STIP funding cycle. The RTP identifies projects aimed not only at road improvements, but also at transit projects. The transit projects focus on reducing single-passenger vehicle trips as well as bicycle paths to make room for non-emission travel.

The 1990 Federal Clean Air Act Amendments (CAAA), promulgated November 15, 1990, placed new requirements on sources of air pollution in areas (including the San Joaquin Valley) failing to meet federal air quality standards. The CAAA included more stringent requirements for demonstrating air quality conformity in Transportation Plans and Projects, per the conformity provisions in Section 176(a). On November 15, 1993, the EPA published conformity rules delineating specific criteria and procedures for fulfilling the conformity requirements of the CAAA. This rule, effective September 15, 1997, has been updated and published in the Federal Register August 15, 1997.

Mountain County Air Basin

The Mountain County Air Basins are unclassified in respect to attainment for CO and for PM-10 or less. However, the EPA has classified the Calaveras and Amador Counties, part of the Central Sierra non-attainment area and Mariposa, Tuolumne and Yosemite National Park, part of the Southern Sierra non-attainment area as non-attainment for 8-hour ozone.

State and Federal laws require that all State and Regional Transportation Plans conform with the EPA's adopted SIP for air quality. The Clean Air Act Amendments of 1990 established a requirement that Transportation Plans, Programs, and Projects conform to the SIP's purpose of attainment of the National Ambient Air Quality Standards (NAAQS). Compliance with the conformity rule mandates that non-attainment areas work together toward practical attainment strategies. For example, the cooperation among the local Transportation Planning Agency's (TPA) within each county, Caltrans, and the respective Unified Air Pollution Control Districts (UAPCD).

ALTERNATIVE MODES OF TRANSPORTATION

Flexibility

One of the Department's goals is to ensure transit is a more practical travel option. As a part of the TCR, we will identify gaps in transit service along with deficiencies in access to bicycle and pedestrian facilities. The following information pertains to the inventory of alternative modes of transportation and feasible recommendations to provide a seamless transportation system.

Fixed Route Transit and Demand Response Service

Public transit in San Joaquin, Stanislaus, Tuolumne, and Mariposa County is provided by a number of public agencies and private companies. In San Joaquin County, the San Joaquin Regional Transit District (RTD) provides public transit service in San Joaquin County and selected employment locations in the Bay Area. In Tuolumne County, the county operates a local bus service, Monday through Friday. It provides service to various communities within Tuolumne County and transfer links with neighboring counties. Also, Greyhound provides service within San Joaquin and Stanislaus counties and to neighboring communities with connection to many places in the USA.

Pedestrians

Pedestrian traffic makes up the link between all other forms of transportation. If the facilities for pedestrian traffic are safe, convenient, and seamless, then this will fill one more gap in the system. Our transportation system needs to be seamless. Where there is a break in one form of transportation, the next form needs to make up for it. Because of the difficulty in providing seamless systems in some of the modes, the pedestrian form of transportation is what is left; therefore, the pedestrian form of transportation needs to be provided with safe, convenient, and plentiful facilities. Those facilities include signalized intersections, stop signs, sidewalks and cross walks that are wheelchair assessable, public restrooms, covered resting areas, bicycle storage facilities, and transit waiting areas with seating facilities.

Rail

There are two train services connecting San Joaquin and Stanislaus counties with the San Francisco Bay Area, the Altamont Commuter Express (ACE) and Amtrak. ACE offers transportation between Stockton and San Jose, with stations in Lathrop/Manteca, Tracy, Livermore, Pleasanton, Fremont and Santa Clara.
The Amtrak "San Joaquin Route" offer trains connecting Oakland, Stockton and Modesto. Also, Amtrak provides feeder bus service connecting the cities of Stockton to San Jose, via Tracy. There is no rail service in Tuolumne County.

Airports

The Modesto City-County Airport provides the only commercial service with daily scheduled commuter flights to San Francisco. The facility primarily serves small, single engine aircraft.

The Stockton Metropolitan Airport, since September 2003 when America West pulled out of the market, is left with no scheduled passenger air service. The County continues to work to attract new carriers to provide this service.

Bicycle Facilities

In San Joaquin, Stanislaus, Tuolumne, and Mariposa Counties, along SR-120, bicycles are allowed unless there is signing stating otherwise. In Tuolumne and Mariposa Counties, along the route, because of the hilly terrain curves, and narrow roadways, bicycling could pose a hazard to motorists and cyclists. In San Joaquin and Stanislaus Counties, along the route, the roadway is wide enough to accommodate cyclists. However, bicycling as a mode of transportation has decreased in the area, except for recreational bicycling.

Park-and-Ride Facilities

Park-and-Ride (P&R) facilities are important staging areas for ridesharing activities, such as carpooling, vanpooling or transit use. By using P&R facilities, commuters can save time and money and help minimize traffic congestion.

In March 2004, Caltrans prepared a P&R Plan for District 10. This Plan contains guidelines of new P&R facilities throughout the District based on a 20-year demand. This Plan does not contain information pertaining to funding facilities. The following P&R are the existing and planned facilities along or in the proximity of SR-120:

Existing P&R Facilities

Community	Location	County	Spaces
Manteca	Wal-Mart Center	San Joaquin	127
Escalon	at Bellota Road	San Joaquin	15
Escalon	Viking and Main Streets	San Joaquin	42
Groveland	Groveland Ponderosa Lane	Tuolumne	8

Planned P&R Facilities

Community	Location	County	Spaces
Manteca	at Yosemite Ave	San Joaquin	TBD
Manteca	at McKinley Ave	San Joaquin	TBD
Manteca	Between I-5 & SR-99	San Joaquin	TBD
Escalon	Between SR-99 & Stan Co. Ln.	San Joaquin	TBD
Keystone	Keystone	Tuolumne	TBD
Yosemite Junction	Yosemite Junction	Tuolumne	TBD

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Non-recurring congestion and delays are attributed to unplanned incidents such as traffic accidents, stalled vehicles, or special events. This non-recurring congestion may be reduced by improving incident management and possibly reducing the number of incidents through an ITS. ITS is designed to identify non-recurring incidents and remove them from the freeway as quickly and efficiently as possible. ITS also provides benefits for traveler

information and congestion management through changeable message boards, ramp metering, and automated warning systems.

District 10 has a program of advanced technology to meet our present and future traffic demands which includes the 2004 District 10 Transportation Management ITS Plan. This Plan proposes an Automated Curve Warning System, Weather Stations, Changeable Message Signs (CMS) and Close Circuit Television (CCTV).

A San Joaquin Valley ITS Strategic Deployment Plan (SJV ITS SDP) has recently been completed for the eight valley counties of San Joaquin, Stanislaus, Merced, Madera, Fresno, Kern, Kings, and Tulare. The Plan includes recommendations for valley-wide and inter-jurisdictional initiatives to address problems that affect the entire region, as well as recommendations for projects that will address specific local problems throughout the valley. The San Joaquin Valley ITS Strategic Deployment Plan is intended to provide a starting point for regional ITS coordination, programming, and implementation efforts over the next twenty years.

The Sierra Nevada ITS Deployment Plan is a collaborative, multi-jurisdictional effort to address issues on a regional basis in the Sierra Nevada Region. The area includes a 250-mile-long section of the Sierra Nevada mountain range. It covers the five mountain counties served by District 10, Alpine, Amador, Calaveras, Mariposa, and Tuolumne. This plan also covers Inyo and Mono counties, both served by District 9, and a third focus area known as the Trans-Sierra region.

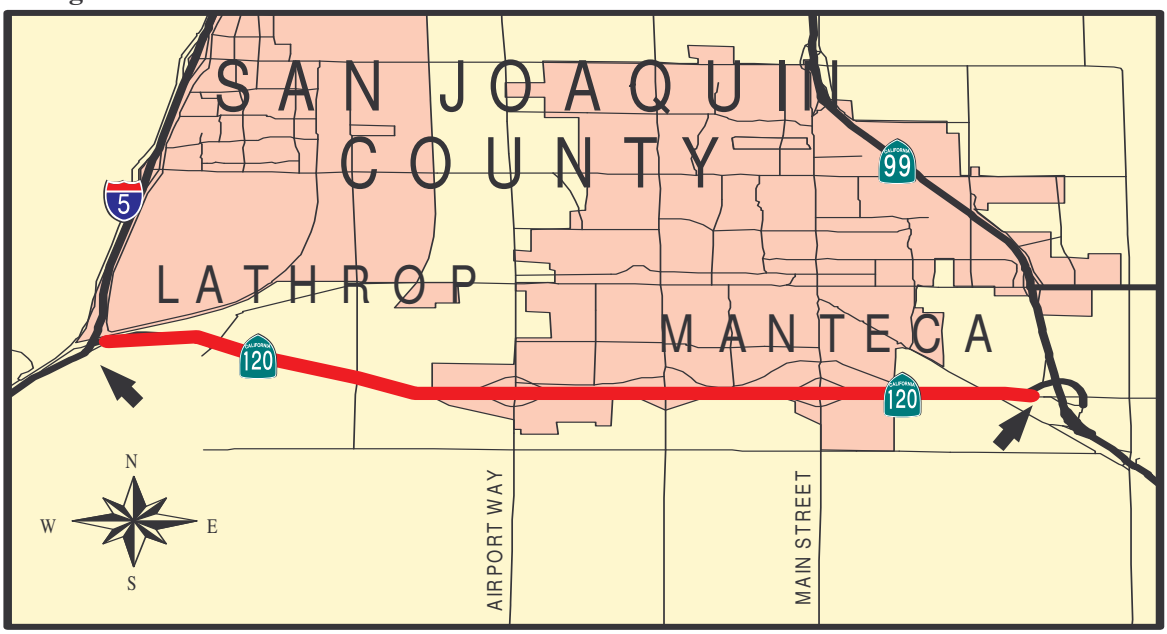
The following is a list of programmed ITS projects for SR-120:

County	Post Mile	Projects Description
SJ	R 005.53	CMS Model 500/wCCTV on top
SJ	R 006.07	CMS w/CCTV on top
SJ	PM 3.9	EB CMS Model 500 w/CCTVs on top
SJ	PM 5.2	EB CMS Model 500 w/CCTVs on top
STAN	R002.800 – R014.260	CMS Model 510

SR-120: SAN JOAQUIN COUNTY - SEGMENT 1
FACT SHEET

Location: Jct. I-5 to South Jct. SR-99
Post Mile: PM-0.00-6.87
Kilometer Post: KP-0.0-11.06
Length: 6.87 miles/11.06 kilometers

Functional Classification: Principal Arterial
Rural/Urban/Urbanized: Urban
Within City Limits: Yes
Terrain: Flat



Traffic Forecast Data
4-Lane Freeway
Average Highway Speed 60-mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	D	F	F
V/C	0.87	1.59	1.96
AADT	54,600	99,300	122,600
Peak Hour Volume	4,900	9,000	11,100
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks in Peak Hour	15%	15%	15%

Concept Facility (2025) 8-lane freeway; LOS D, possible HOV lanes

Ultimate Transportation Corridor 8-lane freeway with HOV lanes

Local Planning Jurisdiction City of Manteca
San Joaquin Council of Governments

Planned Project(s)

PM	Description	Designation
0.0-7.15	Widen to 6 lanes from SR-99 to I-5	SJRTP
R1.328	Reconstruct interchange at Yosemite/Guthmiller	SJRTP
R2.29	Reconstruct interchange at McKinley Ave	SJRTP
6.4-7.0	Modify interchange at SR-99	SJRTP
R5.31	Reconstruct interchange at Main Street	SJRTP
R3.32	Reconstruct interchange at Airport Way	SJRTP
R4.11	Reconstruct interchange at Union Road	SJRTP
R0.49	Reconstruct interchange at I-5	SJRTP
R1.189-R5.555	Ramp Meters	Ramp Metering Plan

Programmed Project(s)

Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles		X

***Right of Way Information**

Right-of-way width ranges from 250 and 370 feet. The total treated shoulder width is 10 feet on each side of the roadway.

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Non-Attainment	Attainment

*Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	500 year
Jurisdictional Waters of the U.S.	Moderate
Special Status Species	Moderate
Cultural Resources	High
Leaking Underground Tanks	Low
Possible Hazardous Waste	Low/Moderate
Other Comments About This segment	None

Please refer to Appendix 5 for Environmental Status Definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.28	0.67	0.27	0.68

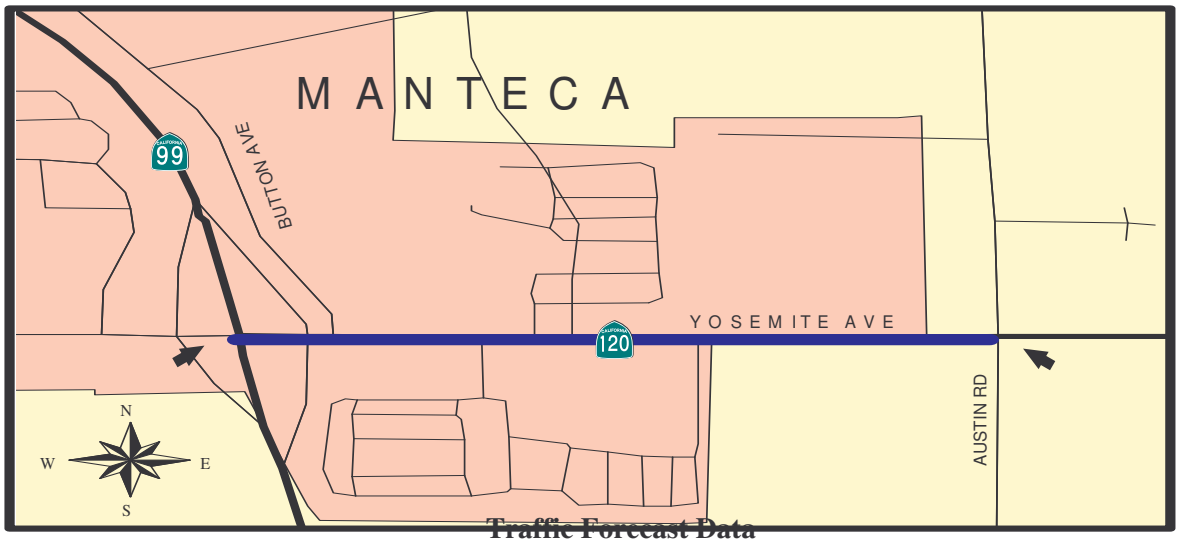
Source: TASAS Database (April 1, 2000 - March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: SAN JOAQUIN COUNTY - SEGMENT 2
FACT SHEET

Location: North Jct. SR-99 to Austin Rd.
Post Mile: PM-6.20-6.83
Kilometer Post: KP-9.97-10.99
Length: 0.63 miles/1.02 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Urban
Within City Limits: Yes
Terrain: Flat



Traffic Forecast Data
4-Lane Conventional Conventional
Average Highway Speed 35-45 mph

	2002 Existing Facility 2-lanes	2015 w/o Improvement	2025 w/o Improvement
LOS	F	E	F
V/C	1.76	.93	1.06
AADT	39,000	54,000	62,000
Peak Hour Volume	4,000	5,600	6,500
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks in Peak Hour	12%	12%	12%

Concept Facility (2025) 6-lane conventional with left turn lanes on existing alignment; LOS D or 4 lane expressway on new alignment (as included in San Joaquin RTP).

Ultimate Transportation Corridor Pending - Our concept facility and UTC will be re-evaluated based on the new alignment as planning effort between SJCOG, Escalon and Caltrans continues for the 2-lane expressway construction.

Local Planning Jurisdiction San Joaquin Council of Governments
City of Manteca

Planned Project(s)

PM	Description	Designation
6.20-14.83	2-lane expressway on new alignment, SR-99 to Sexton Rd., includes SR-99/120 interchange	SJRTP

Programmed Project(s)

SJ-6.3-6.7	Widening to 5 lanes in Manteca	Locally Funded
6.4-7.0	Modify interchange at SR-99	SJRTP

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width ranges from 60 and 120 feet. The treated shoulder width ranges between 2 to 8 feet on each side of the roadway.

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Non-Attainment	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	Moderate
Special Status Species	Low
Cultural Resources	Moderate
Leaking Underground Tanks	High
Possible Hazardous Waste	Low/Moderate
Other Comments About This segment	None

Please refer to Appendix 5 for Environmental Status Definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.04	0.20	0.79	1.78

Source: TASAS Database (April 1, 2000 - March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division

SR-120: SAN JOAQUIN COUNTY - SEGMENT 3
FACT SHEET

Location: Austin Rd to French Camp Road
Post Mile: PM-6.83-11.64
Kilometer Post: KP-10.99-18.73
Length: 4.81 miles/7.74kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat

Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 60 mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	E	F	F
V/C	0.68	1.19	1.29
AADT	17,200	27,800	33,100
Peak Hour Volume	1,900	3,300	3,600
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks in Peak Hour	12%	12%	12%

Concept Facility (2025) 4-lane conventional with left turn lanes on existing alignment; LOS C or 2-4 lane expressway on new alignment (as included in San Joaquin RTP 2001).

Ultimate Transportation Corridor Pending – Our concept facility and UTC will be re-evaluated based on the new alignment as planning effort between SJCOG, Escalon and Caltrans continues for the 2-lane expressway construction.

Local Planning Jurisdiction San Joaquin Council of Governments

Planned Project(s)

PM	Description	Designation
6.20-14.83	2-lane expressway on new alignment, SR-99 to Sexton Rd., includes SR-99/120 interchange	SJRTP

Programmed Project(s)
Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**
Right-of-way width ranges from 60 and 90 feet. The total treated shoulder width ranges between 5 and 8 feet on each side of the roadway.

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Non-Attainment	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	Low
Special Status Species	Low
Cultural Resources	Moderate
Leaking Underground Tanks	Moderate/High
Possible Hazardous Waste	Moderate
Other Comments About This segment	None

Please refer to Appendix 5 for Environmental Status definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.35	0.86	0.44	0.92

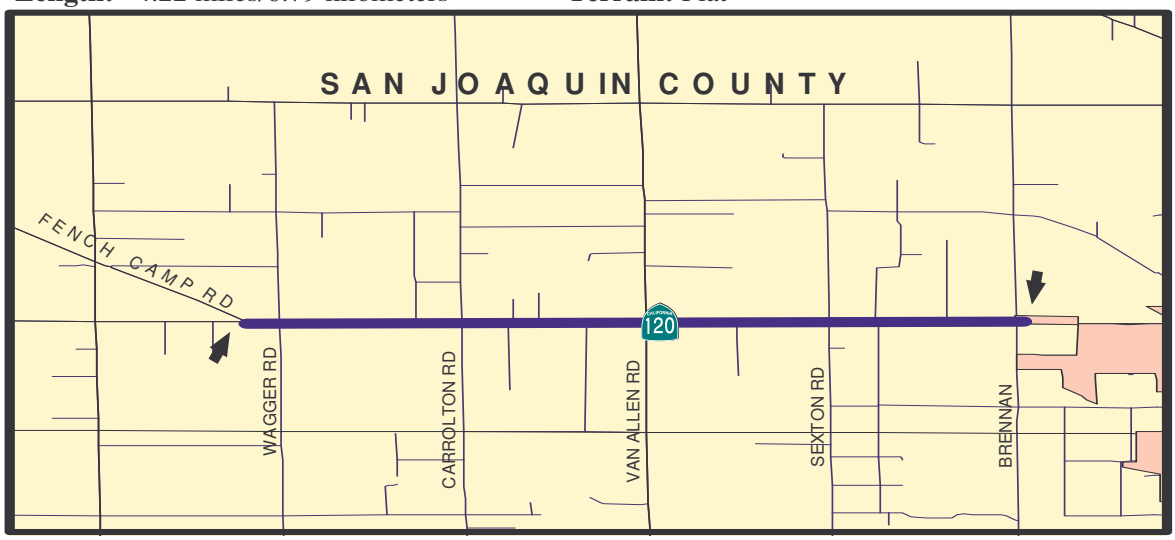
Source: TASAS Database (April 1, 2000 - March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: SAN JOAQUIN COUNTY - SEGMENT 4
FACT SHEET

Location: French Camp Rd. to Brennan Av.
Post Mile: PM-11.64-15.86
Kilometer Post: KP-18.73-25.52
Length: 4.22 miles/6.79 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: Yes
Terrain: Flat



Traffic Forecast Data
2-lane Conventional Highway
Average Highway Speed 60 mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	E	E	F
V/C	0.57	0.97	1.19
AADT	14,600	24,800	30,000
Peak Hour Volume	1,600	2,700	3,300
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks in Peak Hour	12%	12%	12%

Concept Facility (2025) 4-lane conventional with left turn lanes on existing alignment; LOS C or 2-4 lane expressway on new alignment, tie Escalon bypass to Oakdale bypass (as included in San Joaquin RTP).

Ultimate Transportation Corridor Pending – Our concept facility and UTC will be re-evaluated based on the new alignment as planning effort between SJCOG, Escalon and Caltrans continues for the 2-lane expressway construction.

Local Planning Jurisdiction **San Joaquin Council of Governments**

Planned Project(s)

PM	Description	Designation
6.20-14.83	2-lane expressway on new alignment SR-99 to Sexton Rd., includes SR-99/120 interchange	SJRTP
14.83-18.69	2-lane expressway on new alignment Sexton Rd to Harrold Ave	SJRTP

Programmed Project(s)

Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width ranges from 60 and 140 feet. The total treated shoulder width is 8 feet on each side of the roadway.

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Non-Attainment	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	Low
Special Status Species	Moderate
Cultural Resources	Moderate
Leaking Underground Tanks	Moderate/High
Possible Hazardous Waste	Low/Moderate
Other Comments About This segment	None

Please refer to Appendix 5 for Environmental Status definitions.

Traffic Collision Rate (per million vehicle miles traveled)

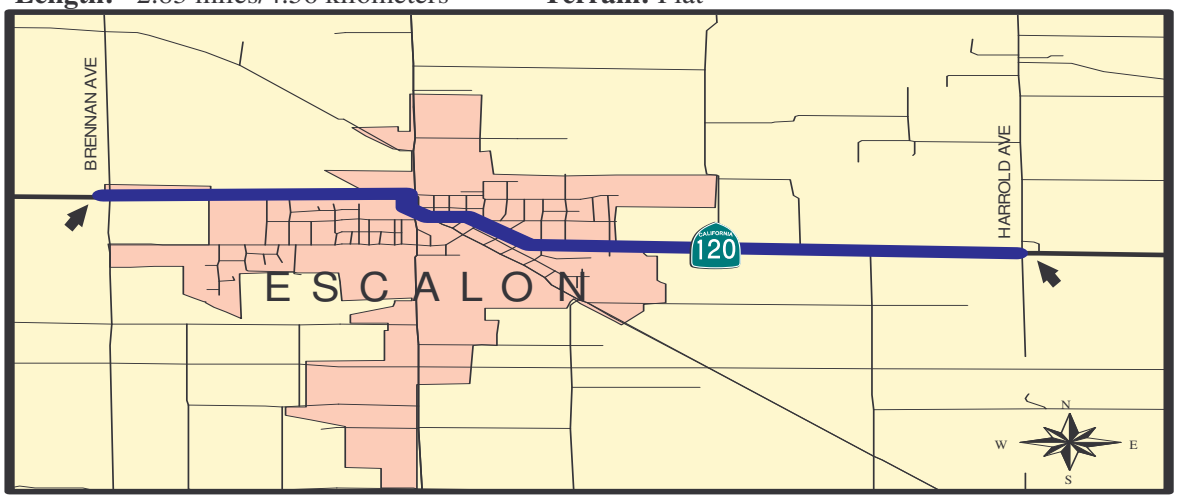
Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.39	0.70	0.45	0.92

Source: TASAS Database (April 1, 2000 - March 31, 2003).

SR-120: SAN JOAQUIN COUNTY - SEGMENT 5
FACT SHEET

Location: Brennan Av. to Harrold Ave.
Post Mile: PM-15.86-18.69
Kilometer Post: KP-25.52-30.08
Length: 2.83 miles/4.56 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Urban
Within City Limits: Yes
Terrain: Flat



Traffic Forecast Data
2-lane Conventional Highway
Average Highway Speed 30- 40 mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	E	F	F
V/C	0.61	1.07	1.32
AADT	15,600	27,200	33,800
Peak Hour Volume	1,700	3,000	3,700
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks in Peak Hour	8%	8%	8%

Concept Facility (2025) 4-lane conventional with left turn lanes on existing alignment; LOS D or 2-4 lane expressway on new alignment (as included in San Joaquin RTP).

Ultimate Transportation Corridor Pending **-** Our concept facility and UTC will be re-evaluated based on the new alignment as planning effort between SJCOG, Escalon and Caltrans continues for the 2-lane expressway construction.

Local Planning Jurisdiction San Joaquin Council of Governments
City of Escalon

Planned Projects(s)

14.83-18.69	2-lane expressway on new alignment Sexton Rd to Harrold Ave	SJRTP

Programmed Project(s)
Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**
Right-of-way width ranges from 60 and 140 feet. The total treated shoulder width is 8 feet on each side of the roadway.

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Non-Attainment	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	Low/Moderate
Special Status Species	Moderate
Cultural Resources	Moderate
Leaking Underground Tanks	High
Possible Hazardous Waste	Moderate
Other Comments About This segment	None

Please refer to Appendix 5 for Environmental Status definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.73	2.43	0.82	1.88

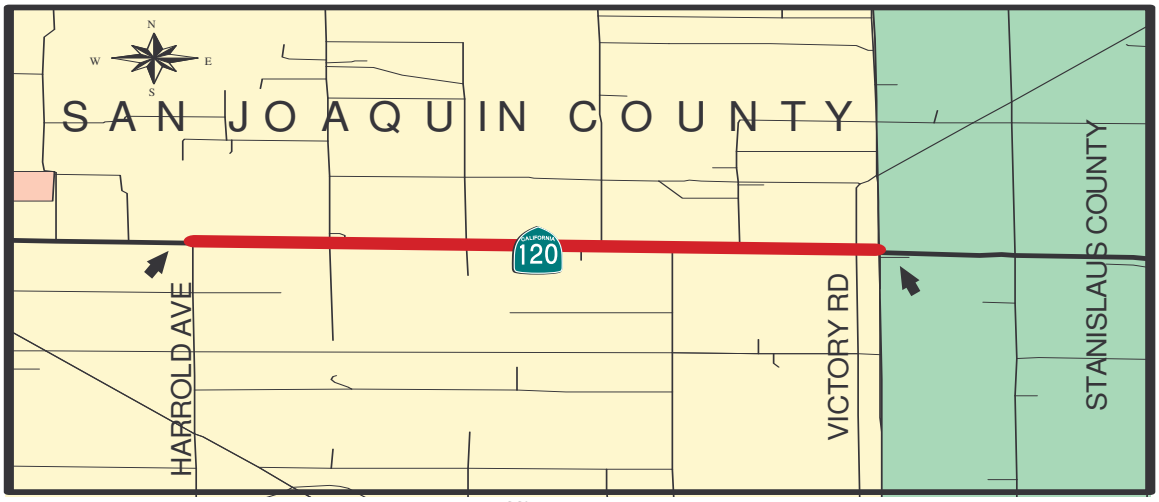
Source: TASAS Database (April 1, 2000 - March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: SAN JOAQUIN COUNTY - SEGMENT 6
FACT SHEET

Location: Harrold Ave. to Stan Co. Ln.
Post Mile: PM18.69-21.18
Kilometer Post: KP-30.08-34.08
Length: 2.49 miles/4.00 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat



Traffic Forecast Data
2-lane Conventional Highway
Average Highway Speed 60 mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	E	E	F
V/C	0.68	0.93	1.15
AADT	15,100	21,000	27,400
Peak Hour Volume	1,900	2,600	3,500
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks in Peak Hour	6%	6%	6%

Concept Facility (2025) 4-lane conventional with left turn lanes on existing alignment; LOS C or 2-4 lane expressway on new alignment (as included in San Joaquin RTP).

Ultimate Transportation Corridor Pending - Our concept facility and UTC will be re-evaluated based on the new alignment as planning effort between SJCOG, Escalon and Caltrans continues for the 2-lane expressway construction.

Local Planning Jurisdiction San Joaquin Council of Governments

Planned Project(s)

PM	Description	Designation
18.69-21.18	2-lane expressway on new alignment Harrold Ave to Stanislaus Co. Ln.	SJRTP

Programmed Project(s)
Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**
Right-of-way width ranges from 60 and 140 feet, 50 feet at the County Line. The total treated shoulder width is 8 feet on each side of the roadway.

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Non-Attainment	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	Low/Moderate
Special Status Species	Moderate
Cultural Resources	Moderate
Leaking Underground Tanks	Low
Possible Hazardous Waste	Low/Moderate
Other Comments About This segment	None

Please refer to Appendix 5 for Environmental Status definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.39	0.68	0.45	0.93

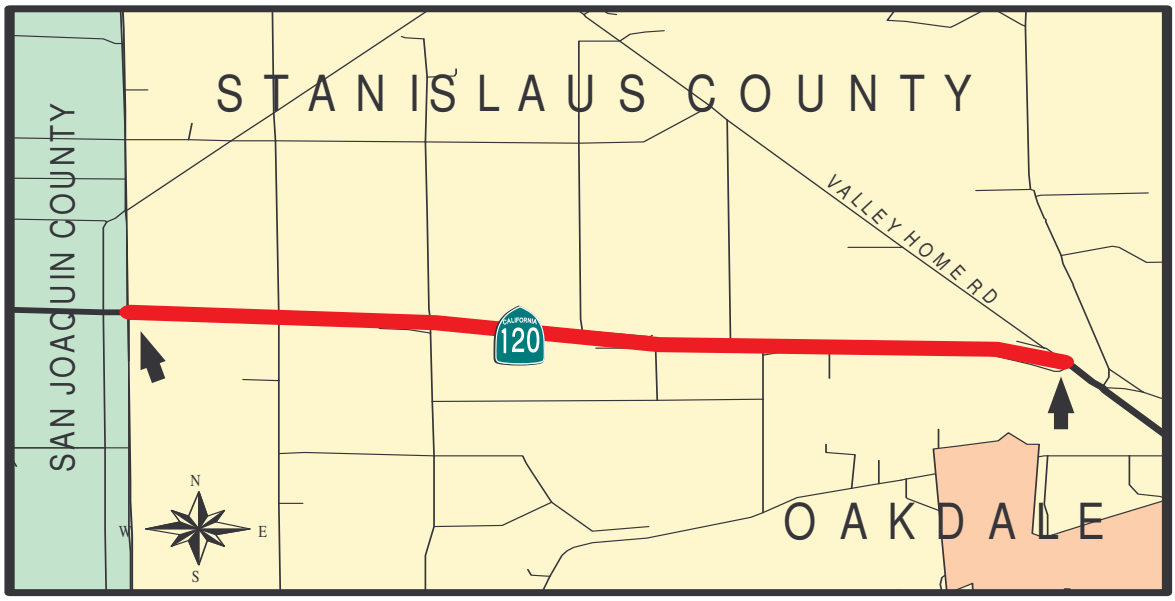
Source: TASAS Database (April 1, 2000 - March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: STANISLAUS COUNTY - SEGMENT 1
FACT SHEET

Location: SJ Co Ln to Valley Home Rd.
Post Mile: PM 0.00-3.16
Kilometer Post: KP 0.0-5.05
Length: 3.16 miles/5.85 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat



Traffic Forecast Data
2-Lane Expressway
Average Highway Speed 50-60 mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	D	F	F
V/C	0.68	1.18	1.68
AADT	14,500	26,000	37,000
Peak Hour Volume	1,900	3,300	4,700
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks in Peak Hour	6%	6%	6%

Concept Facility (2025) 4-lane expressway with left turn lanes on existing alignment; LOS C or 4-lane expressway on new alignment, tie Escalon bypass to Oakdale bypass (as included in Stanislaus RTP).

Ultimate Transportation Corridor Pending – as planning effort continues for the 2-lane expressway construction to extend Escalon Bypass to tie with Oakdale bypass

Local Planning Jurisdiction Stanislaus Council of Governments

Planned Project(s)

PM	Description	Designation
3.0-R12.9	Widen to 4-lanes along existing Oakdale Bypass	StanRTP

Programmed Project(s)

PM	Description	Designation
3.00-R12.9	2-lane expressway – Oakdale Bypass – 0.1 mile west of Valley Home Rd to 2.8 mile east of Lancaster Rd	STIP

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width ranges from 140 and 180 feet. The total treated shoulder width is 10 feet on each side of the roadway.

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Non-Attainment	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	Moderate
Special Status Species	Low/Moderate
Cultural Resources	Moderate
Leaking Underground Tanks	Low
Possible Hazardous Waste	Low
Other Comments About This segment	None

Please refer to Appendix 5 for Environmental Status Definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.28	0.71	0.32	0.60

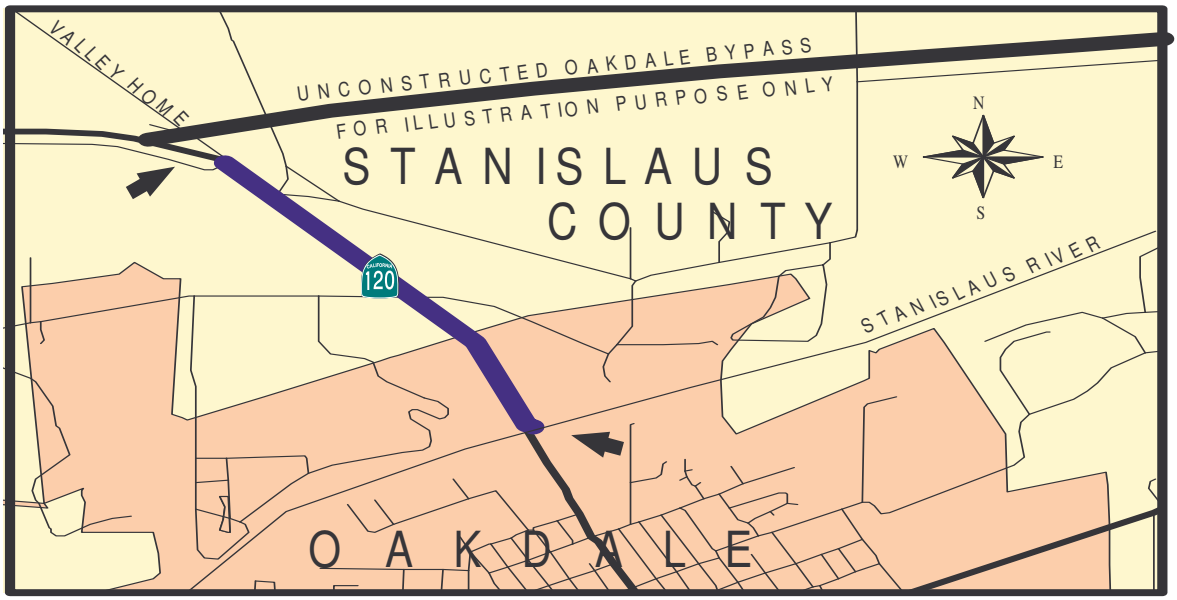
Source: TASAS Database (April 1, 2000 – March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: STANISLAUS COUNTY - SEGMENT 2
FACT SHEET

Location: Valley Home Rd to Stan River
Post Mile: PM 3.16-4.26
Kilometer Post: KP 5.08-6.86
Length: 1.11 miles/1.78 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Urban
Within City Limits: Yes
Terrain: Flat



Traffic Forecast Data
2-Lane Expressway (Programmed Oakdale Bypass)
Average Highway Speed 60-mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	F	D	D
V/C	1.12	0.47	0.58
AADT	24,000	9,700	12,400
Peak Hour Volume	3,100	1,300	1,600
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks in Peak Hour	13%	13%	13%

Concept Facility (2025) 2-lane expressway with left turn/passing lanes, Oakdale Bypass; LOS C or 4-lane expressway (as included in Stanislaus RTP).

Ultimate Transportation Corridor 4-Lane Freeway, Oakdale Bypass

Local Planning Jurisdiction City of Oakdale
Stanislaus Council of Governments

Planned Project(s)

PM	Description	Designation
3.0-R12.9	Widen to 4-lanes along existing Oakdale bypass	StanRTP

Programmed Project(s)

PM	Description	Designation
3.00-R12.9	2-lane expressway – Oakdale Bypass – 0.1 mile west of Valley Home Rd to 2.8 mile east of Lancaster Rd	STIP

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width ranges from 70 and 310 feet. The total shoulder width is 10 feet on each side of the roadway.

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Non-Attainment	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Wetlands	Low/Moderate
Special Status Species	Low
Cultural Resources	High
Leaking Underground Tanks	Low
Possible Hazardous Waste	Low
Other Comments About This segment	None

Please refer to Appendix 5 for Environmental Status Definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.79	2.40	0.62	1.32

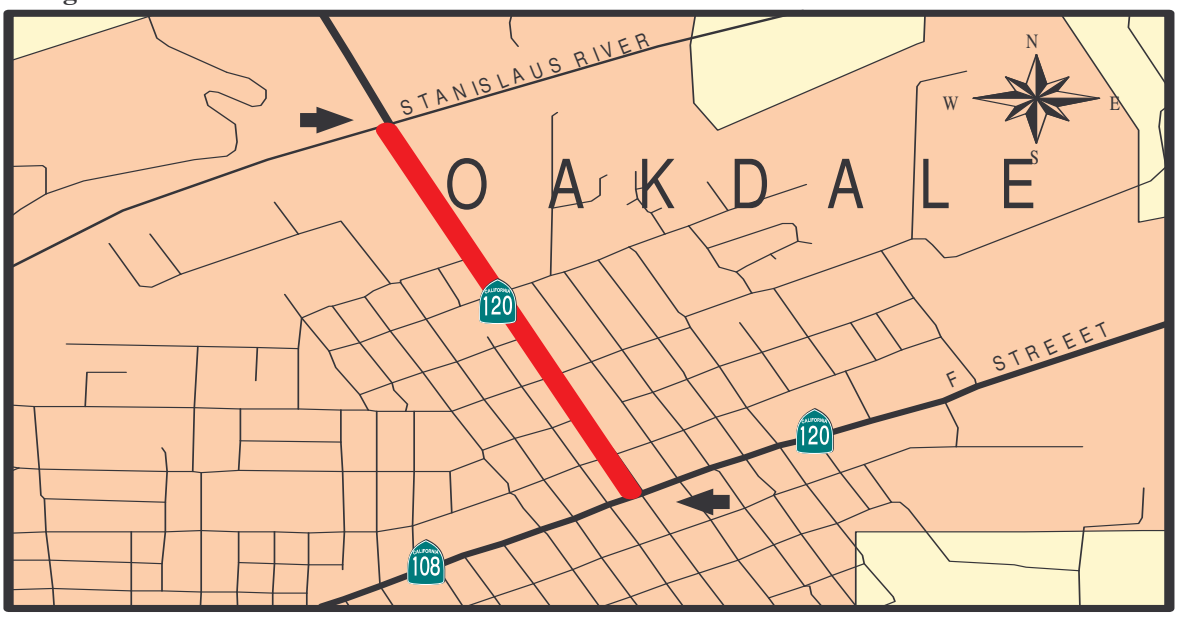
Source: TASAS Database (April 1, 2000 – March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: STANISLAUS COUNTY - SEGMENT 3
FACT SHEET

Location: Stanislaus River to Jct. SR 108
Mile: PM 4.26-5.12
Kilometer Post: KP 6.85-8.24
Length: 0.86 miles/1.39 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Small Urban
Within City Limits: Yes
Terrain: Flat



Traffic Forecast Data
2-Lane Expressway (Programmed Oakdale Bypass)
Average Highway Speed 60-mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	F	D	D
V/C	1.15	0.43	0.50
AADT	25,800	10,200	11,900
Peak Hour Volume	3,200	1,200	1,400
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks in Peak Hour	11%	11%	11%

Concept Facility (2025) 2-lane expressway with left turn/passing lanes, Oakdale Bypass; LOS C or 4-lane expressway (as included in Stanislaus RTP).

Ultimate Transportation Corridor 4-Lane Freeway, Oakdale Bypass

Local Planning Jurisdiction City of Oakdale
Stanislaus Council of Governments

Planned Project(s)

PM	Description	Designation
3.00-R12.9	Widen to 4-lanes along existing Oakdale Bypass	StanRTP

Programmed Project(s)

PM	Description	Designation
3.00-R12.9	2-lane expressway – Oakdale Bypass – 0.1 mile west of Valley Home Rd to 2.8 mile east of Lancaster Rd	STIP

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width averages 80 feet. The treated shoulder width ranges between 4 and 10 feet on each side of the roadway.

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Non-Attainment	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	High
Special Status Species	Moderate
Cultural Resources	High
Leaking Underground Tanks	Low/Moderate
Possible Hazardous Waste	Low
Other Comments About This segment	None

Please refer to Appendix 5 for Environmental Status Definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.58	4.11	1.50	3.67

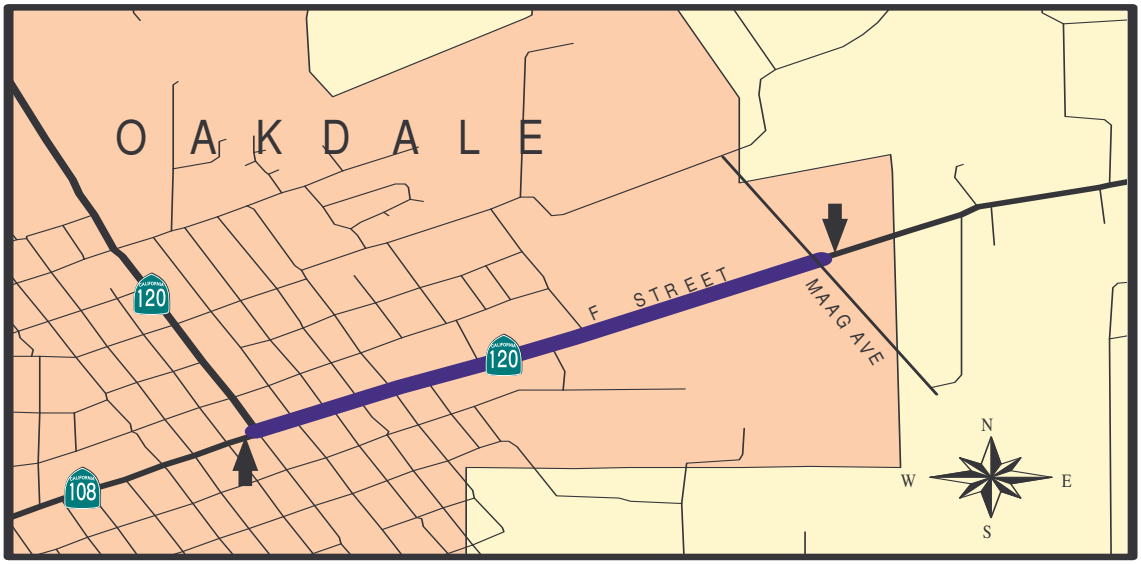
Source: TASAS Database (April 1, 2000 – March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: STANISLAUS COUNTY - SEGMENT 4
FACT SHEET

Location: Oakdale, Jct. SR 108 to Maag
Post Mile: PM 5.12-6.04
Kilometer Post: KP 8.23-9.71
Length: 0.92 miles/1.48 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Small Urban
Within City Limits: Yes
Terrain: Flat



Traffic Forecast Data
2-Lane Expressway (Programmed Oakdale Bypass)
Average Highway Speed 60-mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	F	D	D
V/C	1.11	0.43	0.46
AADT	28,500	10,600	11,400
Peak Hour Volume	3,100	1,200	1,300
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks in Peak Hour	6%	6%	6%

Concept Facility (2025) 2-lane expressway with left turn/passing lanes, Oakdale Bypass; LOS C or 4-lane expressway (as included in Stanislaus RTP).

Ultimate Transportation Corridor 4-Lane Freeway, Oakdale Bypass

Local Planning Jurisdiction City of Oakdale
Stanislaus Council of Governments

Planned Project(s)

PM	Description	Designation
3.00-R12.9	Widen to 4-lanes along existing Oakdale bypass	StanRTP

Programmed Project(s)

PM	Description	Designation
3.00-R12.9	2-lane expressway – Oakdale Bypass – 0.1 mile west of Valley Home Rd to 2.8 mile east of Lancaster Rd	STIP

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width averages 80 feet. The treated shoulder width ranges between 4 and 8 feet on each side of the roadway.

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Non-Attainment	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Wetlands	None
Special Status Species	Low
Cultural Resources	Moderate
Leaking Underground Tanks	High
Possible Hazardous Waste	Low/Moderate
Other Comments About This segment	None

Please refer to Appendix 5 for Environmental Status Definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.77	6.47	1.45	3.41

Source: TASAS Database (April 1, 2000 – March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: STANISLAUS COUNTY - SEGMENT 5
FACT SHEET

Location: Maag to Orange Blossom
Post Mile: PM 6.04-8.86
Kilometer Post: KP 9.72-14.26
Length: 2.82 miles/4.54 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Flat

Traffic Forecast Data
2-Lane Expressway (Programmed Oakdale Bypass)
Average Highway Speed 60 mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	F	D	D
V/C	0.89	0.34	0.38
AADT	26,900	10,600	11,400
Peak Hour Volume	2,500	950	1,050
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks in Peak Hour	6%	6%	6%

Concept Facility (2025) 2-lane expressway with left turn/passing lanes, Oakdale Bypass; LOS C or 4-lane expressway (as included in Stanislaus RTP).

Ultimate Transportation Corridor 4-Lane Freeway, Oakdale Bypass

Local Planning Jurisdiction City of Oakdale
Stanislaus Council of Governments

Planned Project(s)

PM	Description	Designation
3.00-R12.9	Widen to 4-lanes along existing Oakdale bypass	StanRTP

Programmed Project(s)

PM	Description	Designation
3.00-R12.9	2-lane expressway – Oakdale Bypass – 0.1 mile west of Valley Home Rd to 2.8 mile east of Lancaster Rd	STIP

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width ranges from 60 and 120 feet. The total treated shoulder width is 8 feet on each side of the roadway.

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Non-Attainment	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	Moderate
Special Status Species	Low/Moderate
Cultural Resources	Moderate
Leaking Underground Tanks	Low
Possible Hazardous Waste	Low
Other Comments About This segment	None

Please refer to Appendix 5 for Environmental Status Definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.32	0.93	0.57	1.20

Source: TASAS Database (April 1, 2000 – March 31, 2003).

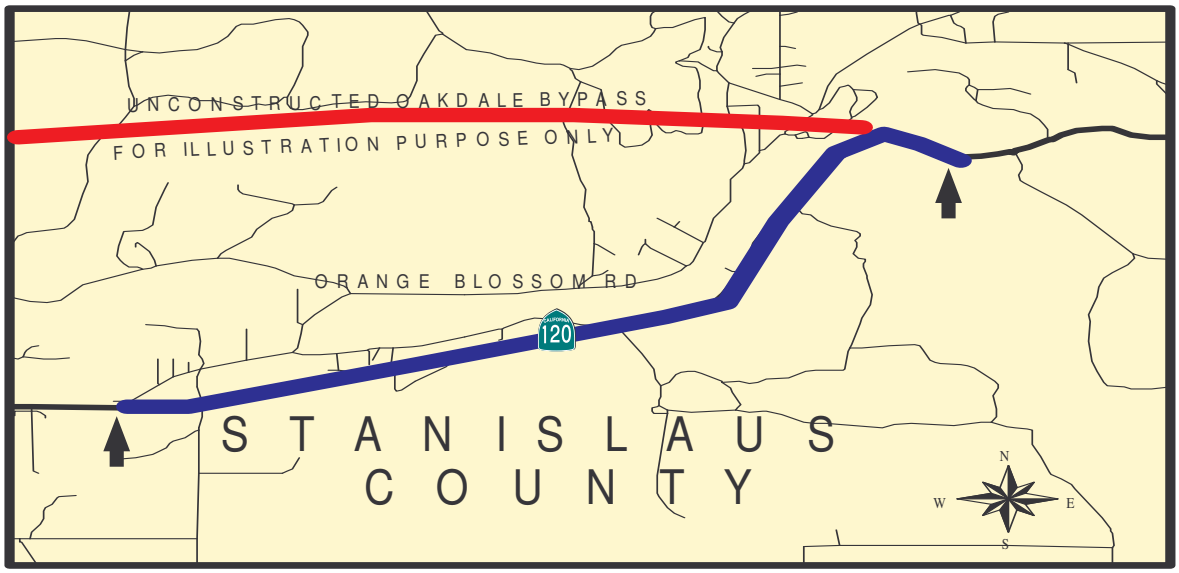
*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: STANISLAUS COUNTY - SEGMENT 6
FACT SHEET

Location: Orange Blossom to 2 mi East Lancaster Rd
Post Mile: PM 8.86-14.26
Kilometer Post: KP 14.26-22.95
Length: 5.4 miles/8.69 kilometers

Functional Classification: Other Principal Arterial

Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Rolling



Traffic Forecast Data
2-Lane Expressway (Programmed Oakdale Bypass)
Average Highway Speed 60-mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	E	D	D
V/C	0.67	0.41	0.48
AADT	12,000	7,000	8,500
Peak Hour Volume	1,800	1,100	1,300
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks in Peak Hour	6%	6%	6%

Concept Facility (2025) 2-lane expressway with left turn/passing lanes, Oakdale Bypass; LOS C or 4-lane expressway (as included in the Stanislaus RTP).

Ultimate Transportation Corridor 4-Lane Freeway, Oakdale Bypass

Local Planning Jurisdiction City of Oakdale
Stanislaus Council of Governments

Planned Project(s)

PM	Description	Designation
3.00-R12.9	Widen to 4-lanes along existing Oakdale bypass	StanRTP

Programmed Project(s)

PM	Description	Designation
3.00-R12.9	2-lane expressway – Oakdale Bypass – 0.1 mile west of Valley Home Rd to 2.8 mile east of Lancaster Rd	STIP

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width ranges from 60 and 120 feet. The total treated shoulder width ranges between 4 and 8 feet on each side of the roadway.

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Non-Attainment	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Wetlands	Moderate
Special Status Species	Low/Moderate
Cultural Resources	High
Leaking Underground Tanks	Low
Possible Hazardous Waste	Low
Other Comments About This segment	None

Please refer to Appendix 5 for Environmental Status Definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.44	0.72	0.48	1.01

Source: TASAS Database (April 1, 2000 – March 31, 2003).

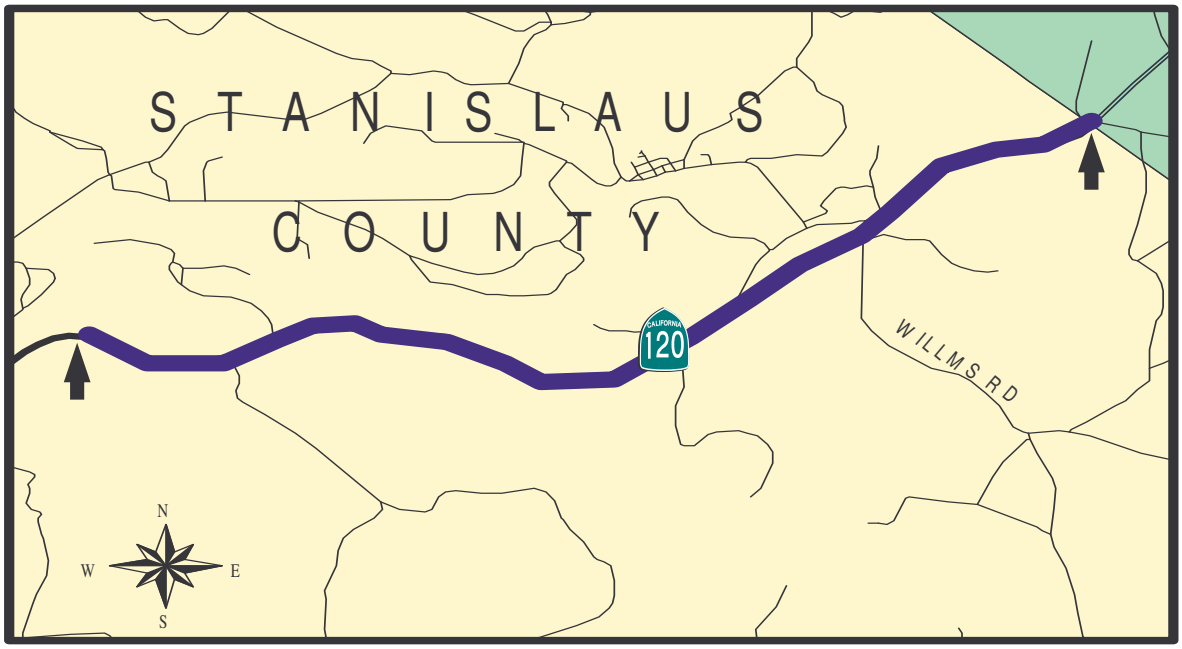
*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: STANISLAUS COUNTY - SEGMENT 7
FACT SHEET

Location: 2 miles east of Lancaster Rd to Tuo Co Ln
Post Mile: PM 14.26-18.16
Kilometer Post: KP 22.95-29.22
Length: 3.9 miles/6.27 kilometers

Functional Classification: Other Principal Arterial

Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Rolling



Traffic Forecast Data
2-Lane Conventional/Expressway
Average Highway Speed 50-60 mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	F	F	F
V/C	1.11	1.92	2.29
AADT	19,900	35,000	42,000
Peak Hour Volume	3,000	5,200	6,200
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks in Peak Hour	6%	6%	6%

Concept Facility (2025) 4-Lane Expressway with left turn lanes; LOS C

Ultimate Transportation Corridor 4-Lane Expressway with left turn lanes

Local Planning Jurisdiction Stanislaus Council of Governments

Planned Project(s)
Currently, there are no planned projects for this segment.

Programmed Project(s)
Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width ranges from 60 and 120 feet. The total treated shoulder width ranges between 4 and 8 feet on each side of the roadway.

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Non-Attainment	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	Moderate
Special Status Species	Low/Moderate
Cultural Resources	High
Leaking Underground Tanks	Low
Possible Hazardous Waste	Low
Other Comments About This segment	None

Please refer to Appendix 5 for Environmental Status Definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.30	0.63	0.52	1.07

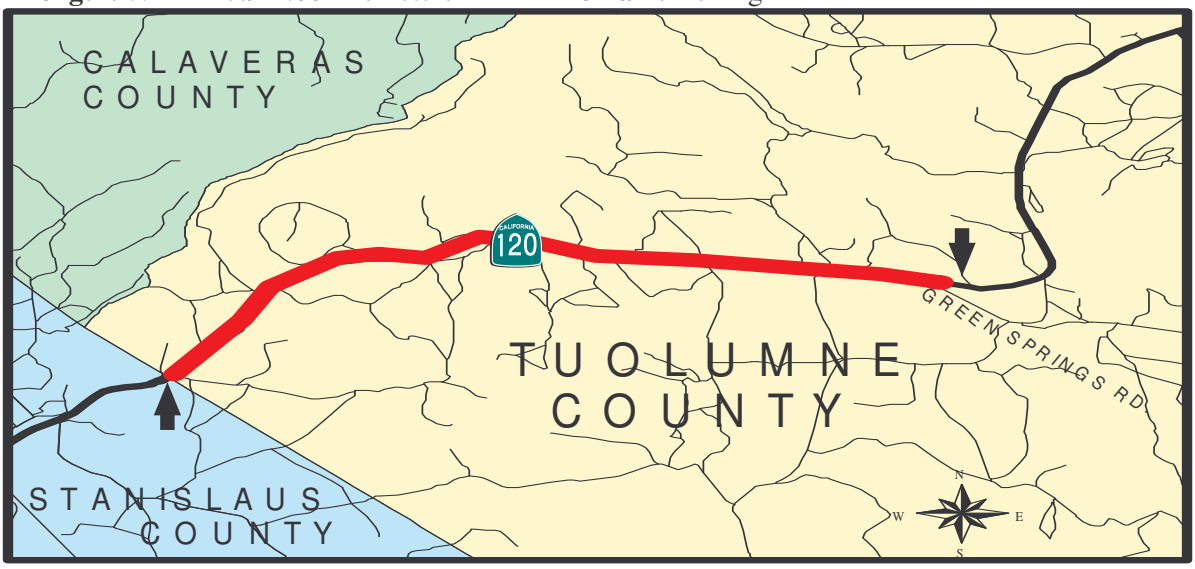
Source: TASAS Database (April 1, 2000 – March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: TUOLUMNE COUNTY - SEGMENT 1
FACT SHEET

Location: Stan Co Ln to Green Springs Rd.
Post Mile: PM 0.00-7.21
Kilometer Post: KP 0.00-11.60
Length: 7.21 miles/11.60 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Rolling



Traffic Forecast Data
2-Lane Expressway
Average Highway Speed 55-65 mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	E	F	F
V/C	0.78	1.37	1.77
AADT	14,100	24,700	31,700
Peak Hour Volume	2,100	3,700	4,800
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks in Peak Hour	6%	6%	6%

Concept Facility (2025) 4-lane expressway with left turn lanes; LOS C

Ultimate Transportation Corridor 4-lane expressway with left turn lanes

Local Planning Jurisdiction Tuolumne County Transportation Council

Planned Project(s)
Currently, there are no planned projects for this segment.

Programmed Project(s)
Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width ranges from 320 and 400 feet. The total treated shoulder width ranges between 10 and 12 feet on each side of the roadway.

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Unclassified	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	Moderate/High
Special Status Species	Low
Cultural Resources	High
Leaking Underground Tanks	Low
Possible Hazardous Waste	Low/Moderate
Other Comments About This segment	Naturally Occurring Asbestos

Please refer to Appendix 5 for Environmental Status definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.43	0.73	0.25	0.55

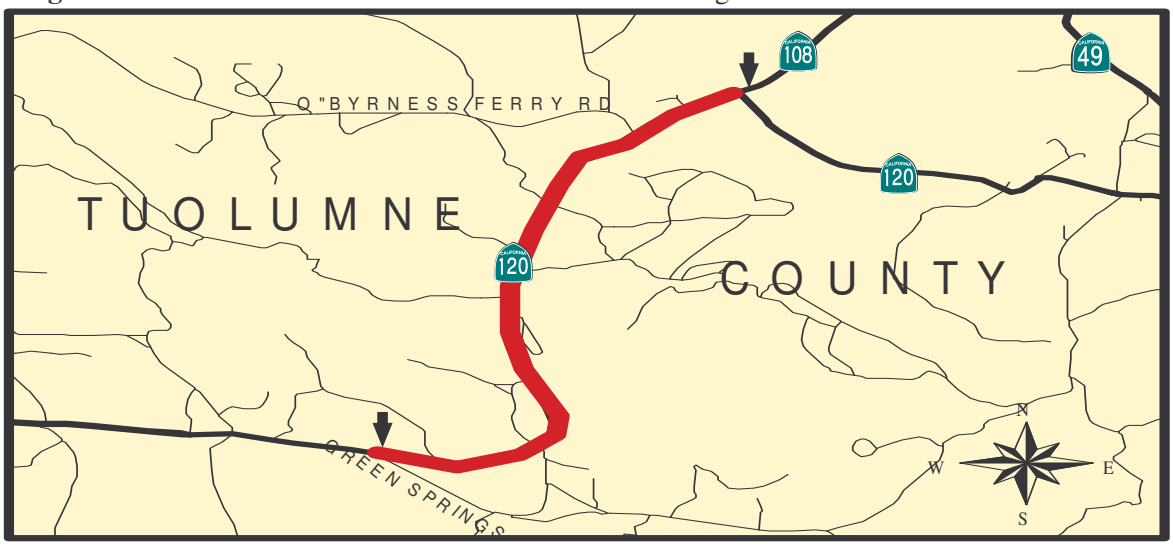
Source: TASAS Database (April 1, 2000 – March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: TUOLUMNE COUNTY - SEGMENT 2
FACT SHEET

Location: Green Springs Rd to Jct. SR-108
Post Mile PM 7.21-12.08
Kilometer Post: KP 11.60-19.44
Length: 3.89 miles/7.84 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Rolling



Traffic Forecast Data
2-Lane Expressway
Average Highway Speed 55-65 mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	E	F	F
V/C	0.74	1.22	1.55
AADT	15,100	25,600	32,500
Peak Hour Volume	2,000	3,300	4,200
Peak Hour Dir. Split	65/35	65/35	65/35
% Trucks in Peak Hour	6%	6%	6%

Concept Facility (2025) 4-lane expressway with left turn lanes; LOS C

Ultimate Transportation Corridor 4-lane expressway with left turn lanes

Local Planning Jurisdiction Tuolumne County Transportation Council

Planned Project(s)

PM	Description	Designation
12.08	Yosemite junction – construct interchange	Tuo RTP

Programmed Project(s)
Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width ranges from 60 and 220 feet. The total treated shoulder width is 8 feet on each side of the roadway.

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Unclassified	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	Moderate
Special Status Species	Moderate
Cultural Resources	High
Leaking Underground Tanks	Low/Moderate
Possible Hazardous Waste	Low/Moderate
Other Comments About This segment	Naturally Occurring Asbestos

Please refer to Appendix 5 for Environmental Status definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.22	0.60	0.28	0.60

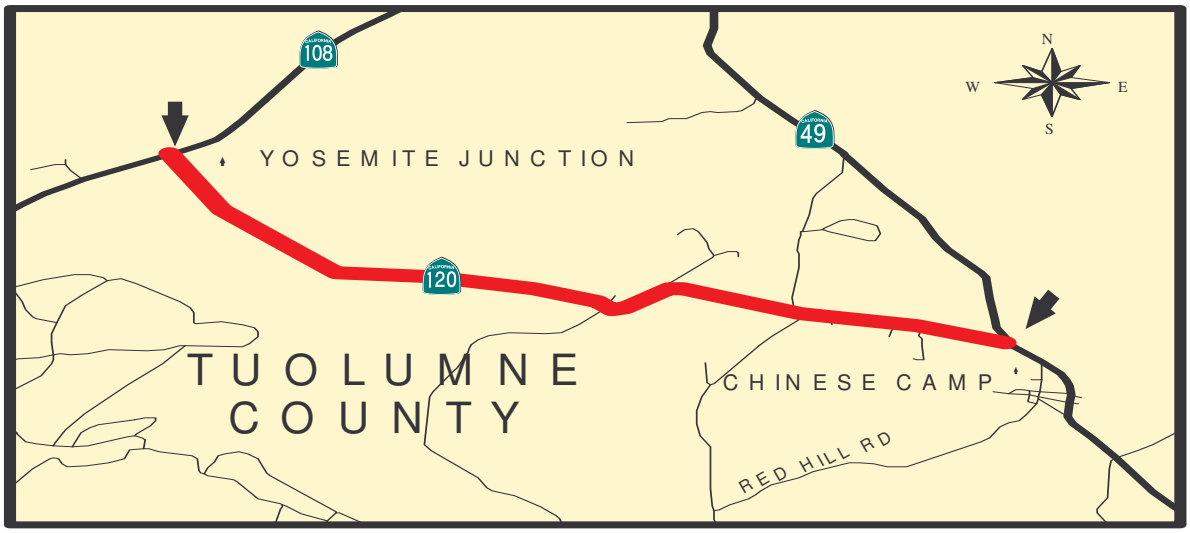
Source: TASAS Database (April 1, 2000 – March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: TUOLUMNE COUNTY - SEGMENT 3
FACT SHEET

Location: E Jct. SR-108 to N Jct. SR-49
Post Mile: PM 12.08-15.52
Kilometer Post: KP 19.44-24.98
Length: 3.44 miles/5.54 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Rolling



Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 35-55 mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	C	C	C
V/C	0.20	0.24	0.28
AADT	3,600	4,600	5,300
Peak Hour Volume	500	600	700
Peak Hour Dir. Split	70/30	70/30	70/30
% Trucks in Peak Hour	6%	6%	6%

Concept Facility (2025) 2-lane conventional with left turn/passing lanes; LOS C

Ultimate Transportation Corridor 2-lane conventional/expressway with left turn/passing lanes

Local Planning Jurisdiction Tuolumne County Transportation Council

Planned Project(s)

PM	Description	Designation
12.08	Yosemite junction – construct interchange	Tuo RTP

Programmed Project(s)
Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width ranges from 160 to 190 feet. The total treated shoulder width is 3 feet on each side of the roadway.

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Unclassified	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	Moderate
Special Status Species	Moderate/High
Cultural Resources	High
Leaking Underground Tanks	Low
Possible Hazardous Waste	Moderate
Other Comments About This segment	Naturally Occurring Asbestos

Please refer to Appendix 5 for Environmental Status definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
1.11	2.61	0.68	1.41

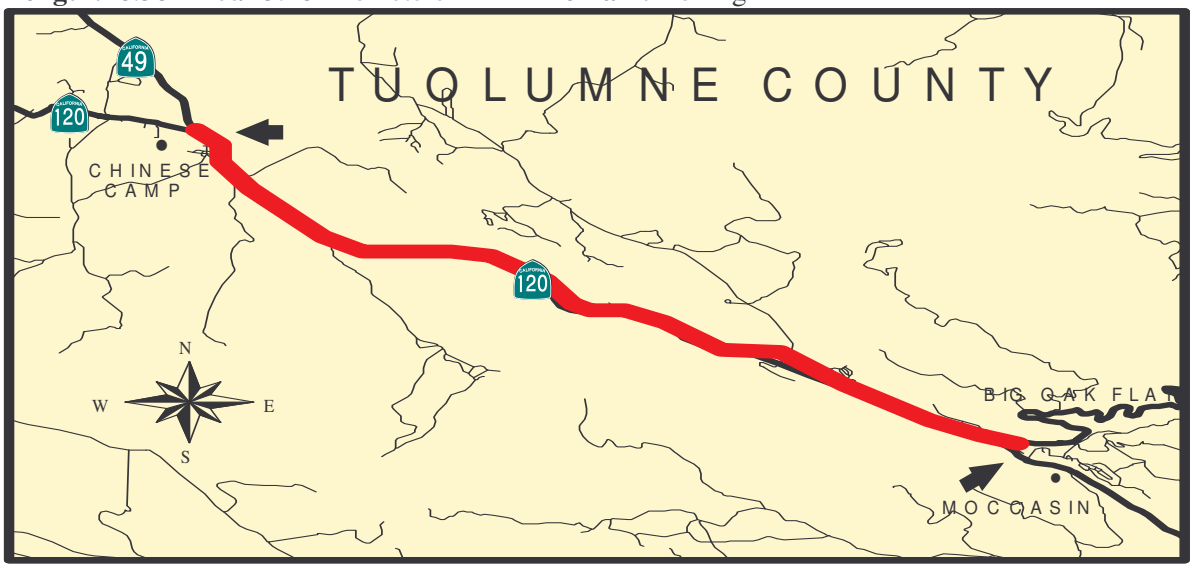
Source: TASAS Database (April 1, 2000 – March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: TUOLUMNE COUNTY - SEGMENT 4
FACT SHEET

Location: N Jct. SR-49 to South Jct. SR-49
Post Mile: PM 15.52-23.90
Kilometer Post: KP 24.98-38.46
Length: 8.38 miles/13.48 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Rolling



Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 55-65 mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	C	D	D
V/C	0.25	0.36	0.39
AADT	5,500	7,400	8,700
Peak Hour Volume	700	1,000	1,100
Peak Hour Dir. Split	70/30	70/30	70/30
% Trucks in Peak Hour	6%	6%	6%

Concept Facility (2020) 2-lane conventional with left turn/passing lanes; LOS C

Ultimate Transportation Corridor 2-lane conventional/expressway left with turn/passing lanes

Local Planning Jurisdiction Tuolumne County Transportation Council

Planned Project(s)
Currently, there are not planned projects for this segment.

Programmed Project(s)
Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width ranges from 210 to 330 feet. The total treated shoulder width is 8 feet on each side of the roadway. The route at this location is not advised if kingpin to center of rear is over posted value (advisories range from 30 to 38 feet).

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Unclassified	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	100 year
Jurisdictional Waters of the U.S.	Moderate/High
Special Status Species	Moderate
Cultural Resources	High
Leaking Underground Tanks	Low
Possible Hazardous Waste	Moderate
Other Comments About This segment	Naturally Occurring Asbestos

Please refer to Appendix 5 for Environmental Status definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.27	0.48	0.30	0.65

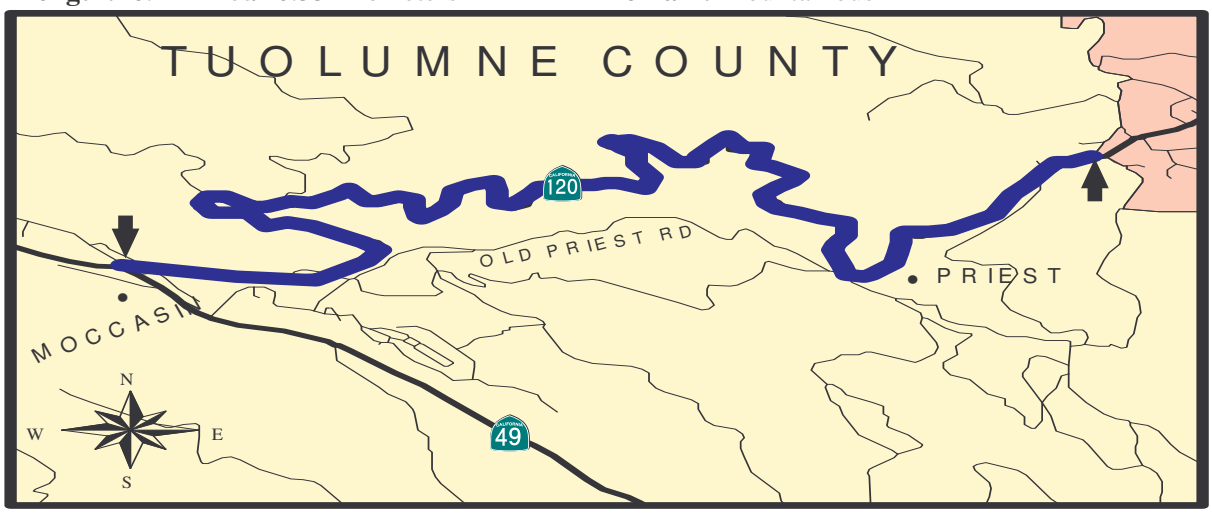
Source: TASAS Database (April 1, 2000 – March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: TUOLUMNE COUNTY - SEGMENT 5
FACT SHEET

Location: S Jct. SR-49 to Wards Ferry/Big Oak
Post Mile: PM 23.90-30.32
Kilometer Post: KP 38.46-48.79
Length: 6.42 miles/10.33 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Mountainous



Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 30-mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	C	C	D
V/C	0.28	0.32	0.37
AADT	5,000	6,700	7,800
Peak Hour Volume	700	800	1,000
Peak Hour Dir. Split	70/30	70/30	70/30
% Trucks in Peak Hour	4%	4%	4%

Concept Facility (2025) 2-lane conventional with left turn/passing lanes and turnouts; LOS C

The terrain has steep slopes, no passing lanes and it is not suitable for large trucks. Our 20-year concept facility will have to rely on new ITS alternatives and other operational improvements to meet our facility concept. Currently, there is a feasibility study analyzing potential improvements to the Old Priest Road and SR-120 (New Priest Road).

Ultimate Transportation Corridor 2-lane conventional with left turn/passing lanes & turnouts

Local Planning Jurisdiction Tuolumne County Transportation Council

Planned Project(s)

PM	Description	Designation
R21.8-29.30	Add passing lanes portions	RTP

Programmed Project(s)
Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width ranges from 140 and 400 feet. The total treated shoulder width ranges between 0.0 and 3.0 feet on each side of the roadway. The route at this location is not advised if kingpin to center of rear is over posted value (advisories range from 30 to 38 feet).

Air Quality/Environmental Status

*Air Quality

Ozone	PM-10	CO
Non-Attainment	Unclassified	Attainment

Please refer to Appendix 4 for Air Quality definitions.

*Environmental Status

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	100 year
Jurisdictional Waters of the U.S.	Moderate
Special Status Species	Low/Moderate
Cultural Resources	High
Leaking Underground Tanks	Low
Possible Hazardous Waste	Moderate
Other Comments About This segment	Naturally Occurring Asbestos

Please refer to Appendix 5 for Environmental Status definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.71	1.46	0.81	1.63

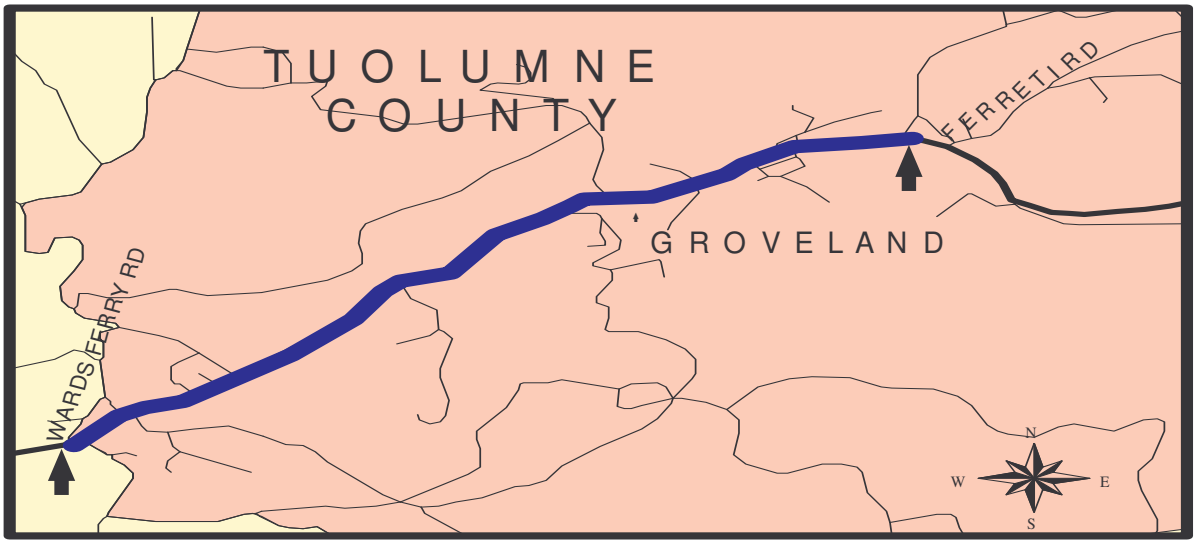
Source: TASAS Database (April 1, 2000 – March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: TUOLUMNE COUNTY - SEGMENT 6
FACT SHEET

Location: Wards Ferry/Big Oak to Ferretti Rd
Post Mile: PM 30.32-32.55
Kilometer Post: KP 48.79-52.38
Length: 2.23 miles/3.59 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Rural/Urban
Within City Limits: No
Terrain: Mountainous



Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 25-40 mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	D	D	E
V/C	0.37	0.55	0.62
AADT	8,200	11,300	13,300
Peak Hour Volume	1,000	1,500	1,700
Peak Hour Dir. Split	70/30	70/30	70/30
% Trucks in Peak Hour	4%	4%	4%

Concept Facility (2025) 2-lane conventional with left turn/passing lanes; LOS D or 2-lane expressway on new alignment with left turn/passing lanes (as included in Tuolumne RTP).

Ultimate Transportation Corridor Pending

Local Planning Jurisdiction Tuolumne County Transportation Council

Planned Project(s)

PM	Description	Designation
30.76-32.55	2-lane Groveland bypass from Ward Ferry Rd to Ferretti Rd	RTP

Programmed Project(s)
Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width ranges from 40 to 50 feet. The total treated shoulder width ranges between 0 feet and 2 feet on each side of the roadway. The route at this location is not advised if kingpin to center of rear is over posted value (advisories range from 30 to 38 feet).

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Unclassified	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	Low/Moderate
Special Status Species	Low
Cultural Resources	High
Leaking Underground Tanks	Moderate
Possible Hazardous Waste	Moderate
Other Comments About This segment	Naturally Occurring Asbestos

Please refer to Appendix 5 for Environmental Status definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.31	0.97	0.85	1.69

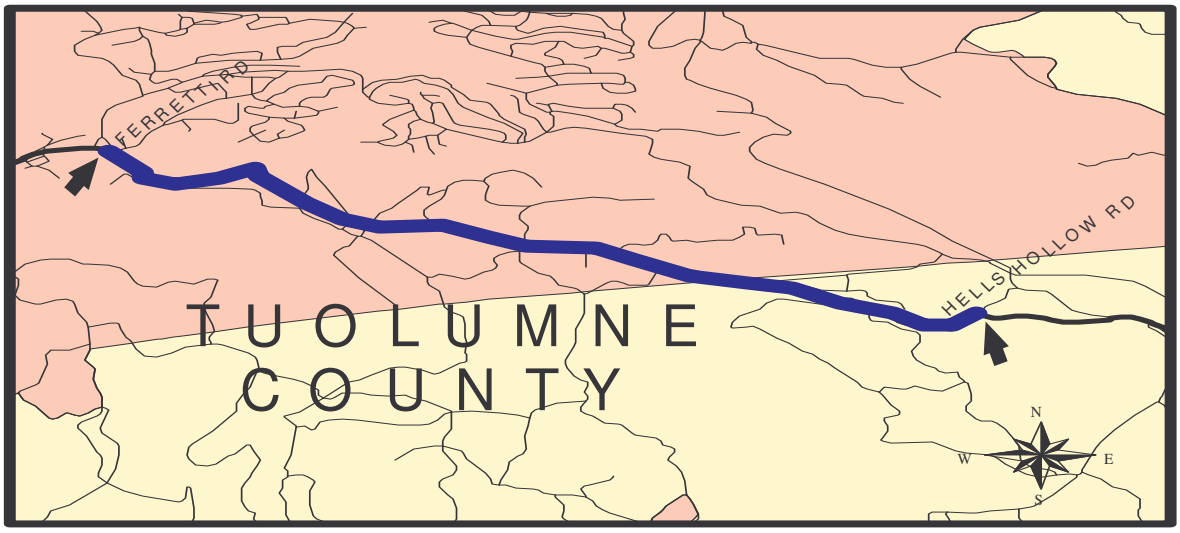
Source: TASAS Database (April 1, 2000 – March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: TUOLUMNE COUNTY - SEGMENT 7
FACT SHEET

Location: Ferretti Road to Hells Hollow Rd
Post Mile: PM 32.55-38.90
Kilometer Post: KP 52.38-62.60
Length: 6.35 miles/10.22 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Mountainous



Traffic Forecast Data
2-Lane Conventional Highway
Average Highway Speed 55-mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	C	C	D
V/C	0.23	0.31	0.35
AADT	3,900	5,000	5,800
Peak Hour Volume	600	800	900
Peak Hour Dir. Split	70/30	70/30	70/30
% Trucks in Peak Hour	2%	2%	2%

Concept Facility (2025) 2-lane conventional with left turn/passing lanes; LOS C

Ultimate Transportation Corridor 2-lane conventional with turn/passing lanes

Local Planning Jurisdiction Tuolumne County Transportation Council

Planned Project(s)
Currently, there are no planned projects for this segment.

Programmed Project(s)
Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width ranges from 80 to 400 feet. The total treated shoulder width is 8 feet on each side of the roadway. The route at this location is not advised if kingpin to center of rear is over posted value (advisories range from 30 to 38 feet).

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Unclassified	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	Moderate
Special Status Species	Moderate
Cultural Resources	High
Leaking Underground Tanks	Low
Possible Hazardous Waste	Low/Moderate
Other Comments About This segment	Naturally Occurring Asbestos

Please refer to Appendix 5 for Environmental Status definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.09	0.52	0.82	1.66

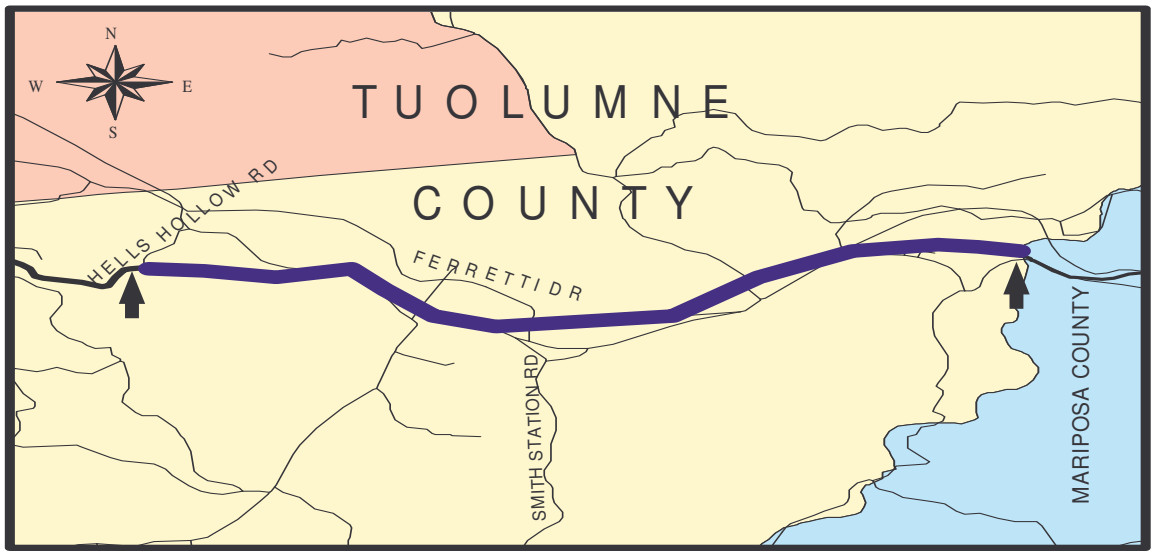
Source: TASAS Database (April 1, 2000 – March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: TUOLUMNE COUNTY - SEGMENT 8
FACT SHEET

Location: Hells Hollow Road to Mpa Co Ln
Post Mile: PM 38.90-41.52
Kilometer Post: KP 62.60-66.81
Length: 2.62 miles/4.21 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Mountainous



Traffic Forecast Data
2-Lane Expressway Highway
Average Highway Speed 55-mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	C	D	D
V/C	0.27	0.35	0.36
AADT	2,400	3,100	3,600
Peak Hour Volume	700	900	1,000
Peak Hour Dir. Split	70/30	70/30	70/30
% Trucks in Peak Hour	2%	2%	2%

Concept Facility (2025) 2-lane expressway with left turn/passing lanes; LOS C

Ultimate Transportation Corridor 2-lane expressway with left turn/passing lanes

Local Planning Jurisdiction Tuolumne County Transportation Council

Planned Project(s)
Currently, there are no planned projects for this segment.

Programmed Project(s)
Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width ranges from 160 to 380 feet. The total treated shoulder width is 8 feet on each side of the roadway. The route at this location is not advised if kingpin to center of rear is over posted value (advisories range from 30 to 38 feet).

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Unclassified	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	Moderate
Special Status Species	Moderate
Cultural Resources	High
Leaking Underground Tanks	Low
Possible Hazardous Waste	Low
Other Comments About This segment	None

Please refer to Appendix 5 for Environmental Status definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.77	1.38	0.53	1.20

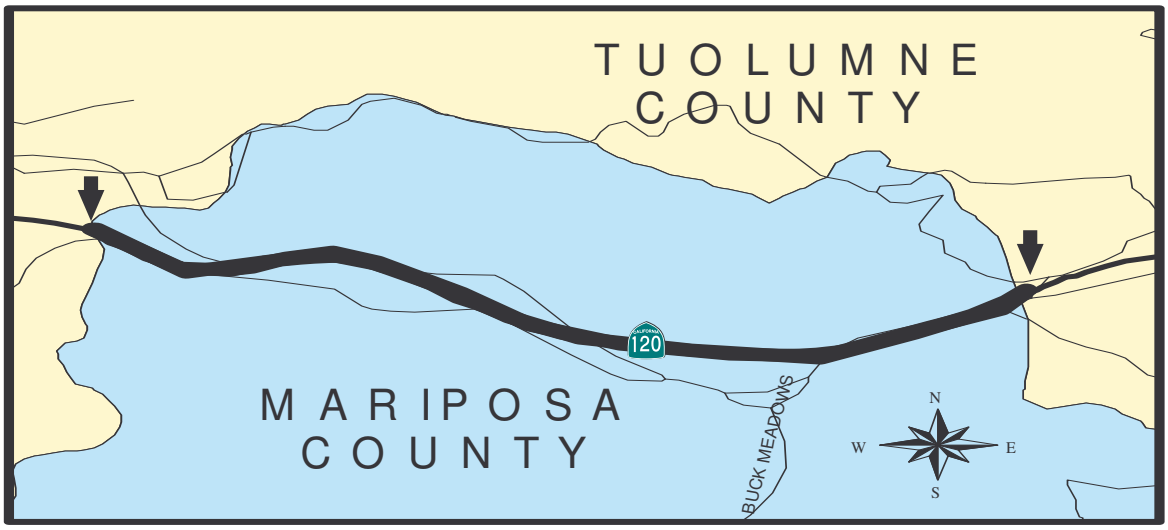
Source: TASAS Database (April 1, 2000 – March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: MARIPOSA COUNTY - SEGMENT 9
FACT SHEET

Location: Tuo Co Ln west to Tuo Co Ln east
Post Mile: PM 41.52-43.75
Kilometer Post: KP 66.81-70.406
Length: 2.23 miles/3.60 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Rolling



Traffic Forecast Data
2-Lane Expressway Highway
Average Highway Speed 55-mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	C	C	D
V/C	0.27	0.31	0.36
AADT	2,200	2,900	3,400
Peak Hour Volume	700	800	1,000
Peak Hour Dir. Split	70/30	70/30	70/30
% Trucks in Peak Hour	2%	2%	2%

Concept Facility (2025) 2-lane expressway with left turn/passing lanes; LOS C

Ultimate Transportation Corridor 2-lane expressway with left turn/passing lanes

Local Planning Jurisdiction Tuolumne County Transportation Council
Mariposa County Transportation Commission

Planned Project(s)
Currently, there are no planned projects for this segment.

Programmed Project(s)
Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width averages 240 feet. The total treated shoulder width ranges between 4 and 8 feet on each side of the roadway. The route at this location is not advised if kingpin to center of rear is over posted value (advisories range from 30 to 38 feet).

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Unclassified	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	Moderate
Special Status Species	High
Cultural Resources	High
Leaking Underground Tanks	Low
Possible Hazardous Waste	Low
Other Comments About This segment	None

Please refer to Appendix 5 for Environmental Status definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.19	1.36	0.53	1.20

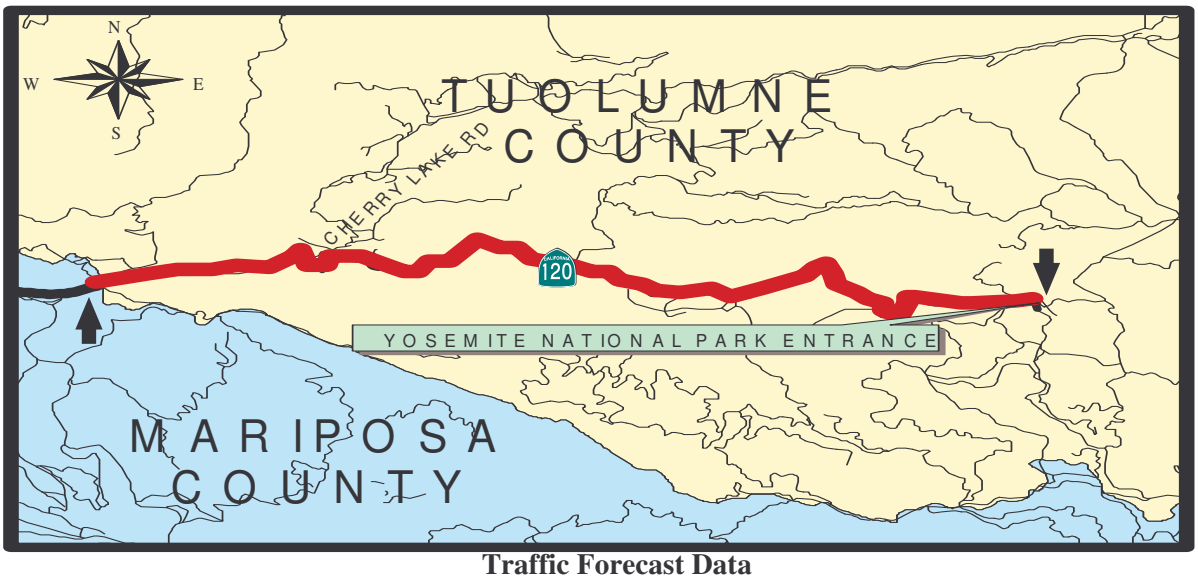
Source: TASAS Database (April 1, 2000 – March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

SR-120: TUOLUMNE COUNTY - SEGMENT 10
FACT SHEET

Location: Mpa. Co Ln to YNP
Post Mile: PM 43.75-56.51
Kilometer Post: KP 70.40-90.94
Length: 12.76 miles/20.53 kilometers

Functional Classification: Other Principal Arterial
Rural/Urban/Urbanized: Rural
Within City Limits: No
Terrain: Mountainous



Traffic Forecast Data
2-Lane Expressway Highway
Average Highway Speed 55-mph

	2002 Existing Facility	2015 w/o Improvement	2025 w/o Improvement
LOS	C	D	D
V/C	0.27	0.31	0.36
AADT	2,200	2,900	3,400
Peak Hour Volume	700	800	1,000
Peak Hour Dir. Split	70/30	70/30	70/30
% Trucks in Peak Hour	2%	2%	2%

Concept Facility (2025) 2-lane expressway with left turn/passing lanes; LOS C

Ultimate Transportation Corridor 2-lane expressway with left turn/passing lanes

Local Planning Jurisdiction Tuolumne County Transportation Council

Planned Project(s)
Currently, there are no planned projects for this segment.

Programmed Project(s)
Currently, there are no programmed projects for this segment.

SYSTEM DESIGNATIONS	YES	NO
Freeway/Expressway System	X	
National Highway System (NHS)	X	
Interregional Road System (IRRS)	X	
High Emphasis Route	X	
Focus Route		X
Strategic Highway Network (STRAHNET)		X
STAA Truck Route	X	
Scenic Highway		X
Accessible to Bicycles	X	

***Right of Way Information**

Right-of-way width ranges from 240 and 300 feet. The total treated shoulder width ranges between 4 and 6 feet on each side of the roadway. The route at this location is not advised if kingpin to center of rear is over posted value (advisories range from 30 to 38 feet).

***Air Quality**

Ozone	PM-10	CO
Non-Attainment	Unclassified	Attainment

Please refer to Appendix 4 for Air Quality definitions.

***Environmental Status**

SR-120 Environmental Status	Degree of Impact – If appropriate
Flood Plain	N/A
Jurisdictional Waters of the U.S.	Moderate/High
Special Status Species	High
Cultural Resources	High
Leaking Underground Tanks	Low/Moderate
Possible Hazardous Waste	Low
Other Comments About This segment	None

Please refer to Appendix 5 for Environmental Status Definitions.

Traffic Collision Rate (per million vehicle miles traveled)

Actual Accident Rate		Statewide Average Rate	
Fatal & Injury	Total (Includes Property Damage Only)	Fatal & Injury	Total (Includes Property Damage Only)
0.39	1.03	0.53	1.20

Source: TASAS Database (April 1, 2000 – March 31, 2003).

*NOTE: This information is for overview purposes only and does not replace a full report from right-of-way, environmental, or any other branch or division.

Appendix 1

LIST OF SYSTEM PLANNING ACRONYMS

AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
ACE	Altamont Commuter Express
CAAA	Clean Air Act Amendments
CARB	California Air Resource Board
CCR	California Code of Regulations
CCTV	Close Circuit Television
CFR	Code of Federal Regulations
CEQA	California Environmental Quality Act
CNPS	California Native Plant Society
CMS	Changeable Message Sign
CO	Carbon Monoxide
CTC	California Transportation Commission
DSMP	District System Management Plan
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
HOV	High Occupancy Vehicle
ICES	Intermodal Corridors of Economic Significance
IRRS	Interregional Road System
ITS	Intelligent Transportation System
KP	Kilometer Post
LOS	Level of Service
MPH	Miles-per-Hour
NAAQS	National Ambient Quality Standards
NEPA	National Environmental Policy Act
NHS	National Highway System
PM	Post Mile
PM-10	Particulate Matter ten microns
P&R	Park-and-Ride
PSR	Project Study Report
RTD	Rapid Transit District
RTP	Regional Transportation Plan
StanCOG	Stanislaus Council of Governments
StanRTP	Stanislaus Regional Transportation Plan
SHOPP	State Highway Operations and Protection Program
SIP	State Implementation Plan
SJ	San Joaquin
SJCOG	San Joaquin Council of Governments
SJRTP	San Joaquin Regional Transportation Plan

SJVUAPCD	San Joaquin Valley Unified Air Pollution Control District
SR	State Route
STAA	Surface Transportation Assistance Act
STIP	State Transportation Improvement Program
STRAHNET	Strategic Highway Network
TASAS	Traffic Accident Surveillance Analyst System
TBD	To be determined
TCR	Transportation Concept Report
TCTC	Tuolumne County Transportation Council
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act of the 21st Century
TPA	Transportation Planning Agency
TSDP	Transportation System Development Program
UAPCD	Unified Air Pollution Control District
UTC	Ultimate Transportation Corridor
V/C	Volume to Capacity Ratio
YARTS	Yosemite Area Regional Transportation System

Appendix 2

Level of Service (LOS) Definitions

The LOS is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. Six levels of LOS can generally be categorized as follows:

LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.

LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.

LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

LOS F represents a breakdown or forced flow. It usually occurs at a point on a planned facility when forecast demand exceeds computed capacity.

Appendix 3

Rural, Urban, and Urbanized Definitions

The rural, urban, and urbanized area limits are based upon population density as determined by the U.S. Census Bureau. The criteria are:

Rural – Under 5,000 population

Urban – 5,000 to 49,999 population.

Urbanized – over 50,000 population

Appendix 4

Air Quality Definitions

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment.
- **Attainment:** a pollutant is designated attainment if the state standard for that pollutant was not violated at any site in the are during a three-year period.
- **Non-attainment:** a pollutant is designates non-attainment if there was at least one violation of a State standard for that pollutant in the area.
- **Non-attainment/Transitional:** a sub-category of the non-attainment designation. An area is designated non-attainment/transitional to signify that the area is close to attaining the standard for that pollutant.

Appendix 5

Environmental Status Definitions

Flood Plains: Flood data from FEMA Digital Q3 Data Mapping and identification whether or not areas are within 100 or 500 year floodplain.

Jurisdictional Waters of the U.S. (including wetlands): are described as those that are under federal and/or state regulatory authority. Waters of the U.S. include essentially all surface waters such as navigable waters and their tributaries, all interstate waters and their tributaries all wetlands adjacent to these waters, and all impoundments of these waters. Wetland data obtained from the U.S. Fish and Wildlife Service National Wetland Inventory Mapping, previous survey data, or other in office sources. Army Corps of Engineer and EPA definition of wetlands is: those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Special Status Species: Species that are legally protected under federal and state Endangered Species Acts or other regulations, and species that are considered sufficiently rare by the scientific community to qualify for such listing.

- Species listed or proposed for listing as threatened or endangered under the federal or state Endangered Species Act (50 CFR 17.12 and 14 CCR 670.5);
- Species that are federal candidates for possible future listing under the federal Endangered Species Act;
- Species listed as Federal Species of Concern;
- Species that meet the definition or are endangered under the California Environmental Quality Act (CEQA), State CEQA guidelines, section 15380.
- Plants listed under the California Native Plant Protection Act (California Fish and Game Code 1900 et seq).
- Plants considered by the California Native Plant Society (CNPS) to be "rare, threatened, or endangered in California (Lists 1A and 2 in Skinner and Pavlik 1994)."
- Plants listed by CNPS as plants about which more information is needed to determine their status and plants of limited distribution (Lists 3 and 4 in Skinner and Pavlik 1994), which may be included on the basis of local significance or recent biological information;
- A Bureau of Land Management, U.S. Fish and Wildlife Service, or U.S. Forest Service Sensitive Species.